

2016

# BOATS OF THE YEAR

A Celebration of Life on the Coast



## The Best Boatbuilders, Designers & Boatyards

Plus tips on choosing a boatyard, benefits of restoring or buying new, planning a yacht interior, and the latest marine technology.





# BRUCKMANN

*...simple beauty*



## ABACO 40

**STYLE | COMFORT | COMMON SENSE**



*Designed by Mark Ellis*



## BRUCKMANN

*Builders of Quality Yachts since 1964*

*For more information  
call us at (800) 254-7618  
or visit [BruckmannYachts.com](http://BruckmannYachts.com)*






# BOATS OF THE YEAR

A Celebration of Life on the Coast

## The Best

- Boatbuilders
- Designers
- Boatyards  
and more!

**W**ELCOME TO THIS SPECIAL CELEBRATION of accomplishments by boatbuilders, marinas, and the many other businesses that make life on the coast so much fun. Produced jointly by *Maine Boats*, *Homes & Harbors* magazine and USHarbors, *Boats of the Year* lets businesses share their stories in their own words. Also included are tips on working with a yard, benefits of building a new boat or restoring an old one, and more. Enjoy!





 **BRUCKMANN** ABACO 40

*Dreams really can come true*



*Designed by Mark Ellis*



**BRUCKMANN**

*Builders of Quality Yachts since 1964*

*For more information  
call us at (800) 254-7618  
or visit [BruckmannYachts.com](http://BruckmannYachts.com)*



WELCOME TO "Boats of the Year 2016," an in-print and digital marina of fine projects along the waterfront.

There is nothing finer than the art of building or rebuilding a boat. While I am awed by the complexities of building a large yacht, the creation of any size boat hits all of my buttons. Flipping through these pages is like wandering through yards and visiting with the people responsible for these acts of creation. These folks might not have the international stature of artists like Michelangelo or Leonardo da Vinci, but in my boat-centric world, they are tops.

A joint production of *Maine Boats, Homes & Harbors* magazine and USHarbors, "Boats of the

Year 2016" will be available all year long on the digital newsstand and as a stand-alone printed magazine, as well as included in the March/April issue of *MBH&H*.

Here, in their own words, coastal craftspeople reflect on their work and accomplishments of the past year. We've also written additional stories to help boat lovers understand the marine industry.

Please enjoy this figurative walk through boatshops, yards, marinas, and other meccas of creativity, and admire with us the high level of work being done along the water.

— John K. Hanson, Jr.  
Publisher



# CONTENTS

## Boats of the Year 2016

Bruckmann Yachts.....	B2
Midcoast Marine Electronics .....	B4
Arey's Pond Boat Yard .....	B5
Artisan Boatworks .....	B6
Back Cove Yachts .....	B7
Bass Harbor Boat Shop .....	B8
Becket & Company.....	B9
Billings Diesel & Marine Service ..	B10
Boston Yacht Sales .....	B11

### Something Old, Something New

How to choose whether to restore an old boat or build from scratch <i>by Laurie Schreiber</i> .....	B12
--	-----

Burr Brothers Boats .....	B16
Campbell's Custom Yachts .....	B17
Cape Cod Shipbuilding Co. ....	B18
MyTaskit .....	B19
Classic Boat Shop .....	B20
Custom Float Services .....	B21
Devlin Designing Boat Builders....	B22
East Coast Yacht Sales—MJM .....	B23
National Marine Electronics Association .....	B24
East Coast Yacht Sales— American Tugs .....	B25
Edgerly Boat .....	B26
Farrin's Boatshop .....	B27

### Inside Your Yacht's Interior

Tips for choosing and working with a designer <i>by Laurie Schreiber</i> .....	B28
Fogg's Boatworks .....	B32
Gamage Shipyard .....	B33
Gemini Marine Canvas and Marine Products .....	B34
Mack Boring & Parts Co. ....	B35
Great Island Boat Yard .....	B36
Guillemot Kayaks .....	B37
Hamilton Marine .....	B38
Hamlin's Marine.....	B39
Migis Hotel Group .....	B40
John Williams Boat Company ....	B41
Jonesport Shipyard .....	B42
Journey's End Marina .....	B43
USHarbors .....	B44
Kennebunkport Marina .....	B45
Lyman-Morse Boatbuilding Co. ..	B46
Maine Yacht Center .....	B47

### A Winter's Storage Tale

6 questions to ask when deciding where to store your yacht next winter <i>by Laurie Schreiber</i> .....	B48
--	-----

### More Than Maintenance:

Asking your boatyard for a survey can save your yacht from disaster <i>by Laurie Schreiber</i> .....	B50
---	-----

Maloney Interiors .....	B51
Maine Boats, Homes & Harbors Show .....	B52
Marshall Marine Corporation ....	B53
Midcoast Marine Electronics .....	B54
MJM Yachts Inc. ....	B55
Newport International Boat Show .....	B56
North Atlantic Inflatables .....	B57
Epifanes .....	B58
Northeast Boat .....	B59
Ocean Pursuits .....	B60
Onboard Interiors .....	B61

### Forces to Reckon With

In a first, simulator generates both wind and waves to test structural strength against ocean forces <i>by Laurie Schreiber</i> .....	B62
--	-----

Padebco Custom Boat Builders & Boatyard .....	B64
Sabre Yachts .....	B65
Shaw & Tenney .....	B66
Stephens Waring Yacht Design ..	B67
SW Boatworks .....	B68
W-Class Yacht Company .....	B69
WoodenBoat Publications, Inc. ..	B70
Yachting Solutions .....	B71





# Ever wondered what's up ahead?

**NEW** ForwardScan® gives you peace of mind

Be confident knowing what's out in front of you to enjoy a perfect day on the water. B&G ForwardScan® clearly displays safe, caution and danger areas with a simple green, yellow and red chart overlay preventing every sailor's worst nightmare of hitting an unseen object or hazard. The award-winning software is the ultimate cruising companion to help you find the perfect anchorage or explore uncharted and shallow waters.



Exclusively available on:

Vulcan / Zeus<sup>2</sup> / Zeus<sup>2</sup> Glass Helm



207-594-3993  
[www.midcoastmarine.com](http://www.midcoastmarine.com)

**B&G**  
A Passion for Sailing



# Liveaboard Octogenarian Sails Away on Customized Catboat



**A**REY'S POND BOAT YARD received a call out of the blue from a Nova Scotia man in his 80s, looking for a small boat he could single-hand down the East Coast to visit family in Florida and then live on for the rest of his days.

The yard had the pleasure of launching *Gracie Anne*, a customized 22-foot cruising catboat, for this gentleman in November. And he was off.

"He sings a different tune," said Arey's Pond owner Tony Davis. "Ultimately, he wants to get to Cuba. I sailed with him, and he's got what it takes."

Putting ease and safety foremost, the cold-molded wooden pocket cruiser is based on a design popular on Nantucket a century ago, with a sweeping sheer and wide beam. It is set up with halyards and navigation equipment accessible from the tiller. Accomplishing that meant shortening the cockpit by a third, which also resulted in a larger interior. The jiffy reefing system puts controls in the cockpit as well, and the sail self-furls into the lazyjacks, so the

owner doesn't have to go on deck. A carbon-fiber rig shaves weight by a third. The interior is set up for comfortable bachelor living.

In 2015, the yard also built three open fiberglass 16s, a fiberglass 14, and two traditional cedar-planked lapstrake Cotuit skiffs.

**AREY'S POND BOAT YARD**

45 Arey's Lane, South Orleans, MA 02662

508-255-0994

**info@areyspondboatyard.com**

**www.areyspondboatyard.com**





# New Life

## For A Century-Old Classic



THE ARTISAN BOATWORKS crew is delighted to be restoring the unparalleled classic *Sculpin*—a 21-foot Herreshoff Fish Class daysailer built exactly a century ago, in 1916.

What makes this project truly special is that we were able to trace its provenance. *Sculpin* was part of a fleet raced by the Seawanhaka Corinthian Yacht Club on Oyster Bay in New York. The fleet was sold en masse—the builder's plates removed, gaff rigs converted to Marconi—and new owners selected by lottery. Without the plates, most of the boats' original owners couldn't be traced.

Luckily *Sculpin's* plate remained intact, and her hull number could be traced to the original owner, a family named Remington—although it's unclear whether that's typewriters or firearms. Her most famous owner was John Foster Dulles, President Eisenhower's secretary of state.

By the time *Sculpin* arrived in our shop, more was missing than intact. We're preserving as much original material as possible, and replacing where needed to a historical style. We're replacing the deck, frames, floor timbers, sheer plank, and garboards. The stem, spars, and hardware are in good

shape. This spring, we'll launch her at the Herreshoff Marine Museum in Bristol, Rhode Island—the site of Herreshoff's manufacturing plant—where she'll be displayed for several months.

Our philosophy? If the original lasted 100 years, we want our restored boat to last another 100 years.



ARTISAN BOATWORKS  
410 Main Street, Rockport, ME 04856  
207-236-4231  
[office@artisanboatworks.com](mailto:office@artisanboatworks.com)  
[www.artisanboatworks.com](http://www.artisanboatworks.com)



*Custom Built Wooden Boats  
Restorations and Repairs  
Storage and Maintenance*

# Fleet Flagship Leads

## Production Surge at BACK COVE



**B**ACK COVE YACHTS continues to see booming popularity, as the company has shipped more than 600 hulls since launching its first boat in 2003.

"The popularity of the Back Cove style, single-engine efficiency, and easy-to-maintain systems have really hit the mark with today's consumers," said Bentley Collins, vice president of sales and marketing.

The latest hot item is the Back Cove 41, the flagship of the fleet. Since its debut in 2014, the firm has shipped 28 to customers along the East Coast and as far afield as Australia and the West Coast, with a two-year order backlog. Overall, production is up 20 percent this year.

Construction of these vessels utilizes a vacuum resin-infusion process that results in a light, strong boat. The process is also great for employees, since it keeps the VOCs associated with resins contained within the vacuum system, creating a healthier work environment. The 41 has the same clean lines and pleasing proportions that define the entire brand.



It fits the bill for customers looking for a larger size, with two staterooms, each with a private head. A centralized galley serves the open-air cockpit as

easily as the salon. Bow and stern thrusters, a generator set, and reverse cycle heat and air conditioning systems are standard.

"The 41 is unequalled in its class," said Collins.

**BACK COVE YACHTS**

23 Merrill Dr., Rockland, ME 04841

207-594-8821

**[backcove@backcoveyachts.com](mailto:backcove@backcoveyachts.com)**

**[backcoveyachts.com](http://backcoveyachts.com)**





# Downeast Cruiser Well Worth Restoring, a Half-Century Later



**I**N 2015, RICH HELMKE and his crew at Bass Harbor Boat Shop completed the five-year restoration of a 30-foot boat named *Gracie*, a distinctive cruiser built by the yard's original owner, Bobby Rich, and his son, Chummy, in 1961.

Several years ago, *Gracie* landed in the hands of a new owner, a Southwest Harbor, Maine, resident who enjoys cruising and overnighting around Blue Hill Bay and the islands. But the boat was only in fair shape. The restoration involved building a new platform, new shelter, new handrails, and more; repairing the cabin sides; refastening and repowering, and installing a new opening windshield, lighting, and bronze hardware with a traditional look. During the project, Helmke said he welcomed the owner's involvement.

"The owner has a really wonderful eye for curves and design and classic lines," he said. "He was very involved

with helping us come up with the finished product. Throughout the whole project, we kept it looking original—but updated."

Boats built by Bobby and Chummy Rich make for great restoration projects, Helmke said.

"They go through the water easily," he said. "They're well-built boats, so they're easily maintained all these years later and worth keeping around, as opposed to old wood production boats that might not be put together with the same care. It's nice keeping these local boats going—and looking beautiful."

BASS HARBOR BOAT SHOP  
P.O. Box 11, Bernard, ME 04612  
207-244-0201  
[bassharborboatshop@gmail.com](mailto:bassharborboatshop@gmail.com)

# Industry Pros, Providing Hassle-Free Yacht Ownership



**B**ECKET & CO. provided oversight, management, and delivery audits on several exciting new builds in 2015. Projects included work on Hull No. 1 of The Hinckley Company's Bermuda 50, a cutting-edge carbon fiber racer-cruiser with spacious interior and elegant styling; a Princess 60 motoryacht designed to cruise between the Northeast and the Bahamas while providing a powerful ride in a luxury setting; and a Grand Banks classic Eastbay 46, with Cummins Zeus pod drives adding revolutionary propulsion to her acclaimed style.

Becket & Co. is a full-service yacht management company. From pre-purchase consultation to representation during new builds and refits, to season-to-season maintenance, we ensure the entire process goes smoothly for yacht owners.

This year, we're managing maintenance on multiple yachts, including two significant Hinckley Picnic Boat refits. At Hinckley's Portsmouth, Rhode Island, yard, one will receive Awlgrip on her superstructure, stainless steel pilot-house and deck hatches, streamlined sky shades, and



numerous carpentry upgrades. At Mathews Brothers in Denton, Maryland, the other will benefit from a full bottom job, fresh Awlgrip on her topsides and a full exterior varnish strip and refinish.

Every summer, our team of industry professionals logs many hours of sea time—captaining boats for clients, planning itineraries, readying boats for cruising, introducing clients to hidden gems along the coast, and helping clients hone their knowledge of systems, navigation, docking and maneuvering. Our philosophy? Deliver a turnkey experience and remove the hassles.

**BECKET & CO.**

622 E 2nd Street, Suite 1, Boston, MA 02127

888-605-4426 or 610-304-4795

**james@becketco.com**

**becketco.com**





# Clean-Burning Repower

## Drives MMA Tug

**A** NOTEWORTHY RECENT repowering project at Billings Diesel & Marine Service was the Maine Maritime Academy's well-known tug *Pentagoet*. This extensive job involved replacing two 16V-92 Detroit Diesels with modern, clean-burning electronically controlled C-18 Caterpillars. Additionally, we rebuilt the exhaust systems, replaced both generators, and performed cooling system upgrades.

While the tug was hauled, our paint shop painted *Pentagoet's* topsides and sandblasted, in an environmentally sound enclosure, a large portion of the bottom, followed by the application of an industrial bottom paint system. The carpentry shop's contributions included the installation of the new engine's control and instrumentation systems.

Located on Deer Island Thorofare, Billings is a state-of-the-art, full-service boatyard with a long heritage of Maine craftsmanship and expertise. Our staff has decades of experience in all the marine trades. We have the facility and equipment required to build, repair, and maintain boats in wood, composites, fiberglass, steel, or aluminum.

We're a recognized leader in repowering commercial and pleasure craft. Our machine shop specializes in repowering, complete rebuilds, repairs, and maintenance of marine diesel engines. We provide specialized services to other builders and yards, including engine installations, major repairs, and service. Billings maintains dealerships with major engine manufactures and domestic system engineering components, providing sales, installation, service, and warranty.

BILLINGS DIESEL & MARINE SERVICE  
P.O. Box 67, 72 Moose Island Road  
Stonington, ME 04861  
207-367-2328  
[office@billingsmarine.com](mailto:office@billingsmarine.com)  
[www.billingsmarine.com](http://www.billingsmarine.com)



# Delivering Top Customer Experience Since 1953



**D**OWNEAST CRUISERS, sportfishers, motoryachts and more. Boston Yacht Sales has been New England's cruising and sport fishing center since 1953 for one reason: our dedication to customer experience. With 63 years in the business, we've built industry relationships not only from Maine to Florida but around the world. For our customers, that means unsurpassed market knowledge, industry connections, and exceptional service wherever you boat.

2015 marked our 20th year with Sabre Yachts, and Boston Yacht Sales owner Michael Myers celebrated his 40th year at the helm of the BYS team. Whether we're planning a new yacht christening, our summer dock parties, a customer rendezvous, or helping you chart your next cruise, our enthusiastic team makes everything happen to be sure you're enjoying your time on the water.

We are proud to be one of only 33 dealers in the United States to have earned the distinction of an Endorsed Brokerage Firm from the Yacht Brokers Association of America, based upon our commitment to sales professionalism and the certification of our brokers.

We are dealers for Hatteras, Sabre, Back Cove, Princess, and Vicem and brokers for all brands from 20 feet to over 100 feet. Whether you are buying or selling, we'd love to be part of your boating memories.

**BOSTON YACHT SALES**

275 River Street, North Weymouth, MA 02191

781-331-2400

[info@bostonyacht.com](mailto:info@bostonyacht.com)

[www.bostonyacht.com](http://www.bostonyacht.com)







# SOMETHING OLD **SOMETHING** NEW

**How to choose whether to restore an old boat  
or build from scratch**

By Laurie Schreiber

**R**ESTORE AN OLD CLASSIC or commission a new build? That's an interesting question for many boaters. Each side has its own enthusiasts for their own reasons.

Restoration is often about wooden boats, looks, "feel," preservation of heritage, and connection with a community. New is also about looks, as well as the latest in materials, construction technology, performance, and customized elements that often can only be realized in a new design.

While one-off designs present the greatest options for customization, a buyer ordering a standard model from a builder also has many options from which to choose.

New methods and materials are geared to improving every element of a boat, the latest in fingertip controls, for example, or push-button salon windows, passerelles, retractable sunroofs, and pop-up TVs. Then there are advanced composites, using technology transferred from the aerospace industry, computer-aided cutting technology that makes the most out of materials with the least amount of waste, and many more cutting-edge developments.

Phil Bennett, vice president of sales at the Hinckley Company, loves to show people the assembly line at the Hinckley plant in Trenton, Maine, where molds and hulls of different models are lined up in various stages of construction.

"You see the wiring and hydraulics and machinery," he says, "and it's like looking at the back of an oriental rug. The front of an oriental rug looks pretty, but flip it over and you'll see the knots have a beauty of their own."

On the restoration side, some builders say that sometimes it costs more to rehab than start from scratch. And restoring an old wooden boat often means preserving its lines, but not the original wood, which may be rotten or may have already been replaced over the years. Still, restorations can enhance a classic look while adding the advantages of modern technology.

Part of the appeal of undertaking a restoration is the desire to join or preserve a yacht class. Take the Friendship sloop, *Gladiator*, the second-oldest sloop in the fleet, was built in 1902 by Alexander McLain on Clam Cove in Bremen, Maine. Owner Bill Zuber said he and his wife Caroline stumbled over the boat in a New Jersey boatyard, with nothing

to identify it except a deck carlin inscribed "86611 No.7." After a bit of research, they discovered this was one of the earliest Friendship sloops. The boat quickly became a member of the family; their children and then grandchildren learned to sail it. They also have learned to have a wry outlook on *Gladiator's* refit, care, and maintenance.

"It's taken the biggest part of our fortune," Bill says. "This is all the vacations we never took," Caroline jokes.

The owners behind a restoration can be pretty passionate people. One of Henry Hinckley's personal boats, a Sou'wester 30 he launched in 1964 and named *Jaan* after his two daughters, turned up in Georgia. A Massachusetts man, looking to switch from power to sail, found it through a brokerage and brought it back to Maine for overall repairs and modifications.

"I love Hinckleys, I always have," he said the day the boat was launched, surrounded by what he called its "spiritual home." He rhapsodized, "I love the lines, I love the style, I love how ruggedly they're built."

"It's taken the biggest part of our fortune," Bill says.  
 "This is all the vacations we never took," Caroline jokes.

For a Bunker & Ellis aficionado, the chance to scoop up a 1950 lobster yacht for a bargain basement price was too much to resist. That happened in 1970 for Rod Lucas, a Connecticut resident who summered in Southwest Harbor and was familiar from childhood with the two boatbuilders, whose shop was just down the road. Visiting the shop, he marveled over the innate skill and efficiency of the builders as they worked silently together, understanding each other's moves.

Memories like that—the old-timers plying their craft, childhoods filled with fun during picnic cruises—are inevitably bound up in a restoration. And a group of talented believers, as passionate about the history of boats as the boats themselves, are keeping the skills alive.



## The case for REFIT

A number of yards along the coast have been busy in recent years restoring or refitting fiberglass boats, as the longevity of fiberglass has created a sizeable inventory of unused boats.

Tom Allen, the owner of Kittery Point Yacht Yard Corp. in southern Maine, has done a number of these projects. “In times past, the financial investment of a refit was hard to justify when you could just buy or finance a new one. With the increasing cost of manufacturing and technology, this



*A refit allows you to have a classic boat with updated technology and finishes.*

is no longer the case,” he says. “The durability of fiberglass boats has forced the industry to innovate each year with new products, features, and styling to attract buyers. I’m not challenging the value of what you get in a new boat purchase from any reputable builder—we build boats, too. But these features add quite a lot to the investment. Today, you can find many well-built older boats with proven designs that can provide a solid foundation for a refit of your own influence.”

If the refit is done right, the customer will end up with a great boat customized to meet his or her needs for considerably less than buying a new boat.

The expected lifespan of a fiberglass hull—varying with construction, materials, care, and overall workmanship—could be 75 to 100 years.

“Most of us justify owning a boat for less than 100 hours of enjoyment per year. Unless we are obsessed with sailing as fast as the wind or driving a boat 70 miles per hour, it is finding a boat that fits our lifestyle and meets our aesthetic pleasure that matters most,” says Allen. “You just have to look around and confirm the core components of what you are buying are solid and reputable. If you do this, the investment in the refit will be justified.”

Boaters might be concerned that a used boat might not fulfill their ideas for the design of their dreams. But just the opposite is true. The right used boat provides a dependable platform for design modifications above the hull—changes to the superstructure, layout, systems, power, and accommodations. Like a house, anything can be redone on top of a good foundation.

“If done right, a better monetary return on investment can be achieved with a refit versus a new boat purchase; and with a lot of creativity, collaboration, and satisfaction in the process,” he says.

If the idea of a refit appeals to you, Allen suggested the following steps:

- Determine what you want from a boat, how you’ll use it, and what type of water and conditions you’ll be in.
- Research designs that fit that type of boat.
- Understand the compromises each design might represent.
- Evaluate new boats and the investment required.
- Evaluate the secondary market and the cost differential.
- Determine the reputation of the design and original builder and if the boat still has a following.
- Visit forums or talk to people who own that model.
- Find a professional to evaluate a used boat’s condition.
- Find a yard that has performed refits and restorations; understand its capabilities in fiberglass, gelcoat, fabrication, carpentry, mechanical and electrical, and surface restoration.
- Develop a range of anticipated investment before buying the boat.

## The case for BUYING NEW

"It comes down to technology," said Bentley Collins, vice president of marketing and sales at Sabre Yachts and Back Cove Yachts. "The engines are better, quieter, and more fuel-efficient. And in a motoryacht, it's the engine and drivetrain that make the difference between buying new versus buying something that has thousands of hours on it. Plus, in the technology world, you've got pods and joysticks and all sorts of wonderful things that make buying a new boat a whole new experience."

During the recession, Collins noted, boatbuilders that produced new models using new technology were likeliest to emerge successfully.

"I compare it with going into a car showroom and finding a 1998 Honda Accord sitting in the showroom. Would anybody buy it? The answer is, 'No. Why would I do that?'

I'm going to go somewhere where new technology is available.' People enjoy buying new stuff."

Another attraction, he said, is all the new construction materials. "Carbon, Kevlar, new foams—today, the sandwich materials are much better. There are a ton of great new products out there that have changed the way boats are made."

Simple runabouts today are put together in a way that was seen only in high-end race boats just a decade ago, he said. "Technology sells. Technology is useful," Collins said. "New is good and fun because it's not waiting for the other shoe to drop. Really, would anyone buy an original iPhone today?"

*In addition to using modern construction materials, a new yacht can be customized and equipped with the latest innovations.*





# Burr Brothers Introduces “Shed of the Year”



**A**T BURR BROTHERS BOATS, we are delighted to be building a 22,000-square-foot new super-shed. This replaces an older shed that was recognizable from the water by its white doors and Texaco Star before it came down in October.

At our new super-shed, our 55-ton Travelift will be able to drive into three of the four bays; access a drive-in, drop-down test tank for massive trip outboards; and enter the 80-foot spray booth. The super-shed includes 5,000 square feet of shop space along a mezzanine. The new building means everything, including our stockroom, will be under one roof, making interdepartmental projects even more efficient.

In other news, in May of 2015, we added solar panels to a shed roof, which we expect will generate 90 percent of our electricity.

Since 1946, we have been repairing, maintaining, and renovating fine yachts. Because we employ skilled craftsmen year-round, our work is done in-house, and not by subcontractors. Our solutions are thoughtful and proper. We stand by our work.

If you want to protect your investment and maximize your time at sea, Burr Brothers is the place to keep your vessel year-round. We warmly welcome transients in need of repair, provisioning, or a quiet night in the lee. We delight in custom projects. Collaboration is our passion.



BURR BROTHERS BOATS  
309 Front Street, Marion, MA 02738  
508-748-0541  
[bburr@burrbros.com](mailto:bburr@burrbros.com)  
[www.burrbros.com](http://www.burrbros.com)



# Custom Yacht

## Fulfills ICW Cruiser's Dreams



CAMPBELL'S CUSTOM YACHTS, the custom, full-service boatbuilder in Oxford, Maryland, was delighted to fulfill the wishes of a customer who wanted to travel the Intra-coastal Waterway, as well as enjoy taking his boat on evening cruises.

The project resulted in the launch of *Halcyon*, the yard's first Campbell 39. An Atlantic 37 hull extended two feet and powered with a Cummins QSC 600-HP motor, the boat achieves 18 knots cruising and 24 knots full out. Elegant interior appointments include a cherry/satin finish, teak and maple sole, and a sliding door by the helm. *Halcyon* was designed with two staterooms; a galley with granite countertops, two-burner electric stove, and microwave/convection oven; and a spacious dinette and entertainment center.

*Halcyon* is the latest in the yard's production of fine custom yachts—from a 31-foot cocktail cruiser to a 42-foot luxury yacht. Campbell's Custom Yachts works closely with customers to fulfill their expectations of exceptional quality, construction, and service.

"We help our clients design the boat that is right for them, with serviceability as our first goal," said yard owner Tom Campbell. "Each boat provides its owner the satisfaction of being involved in the process from start to finish."



CAMPBELL'S CUSTOM YACHTS  
109 Myrtle Avenue, P.O. Box 410  
Oxford, MD 21654  
410-226-5592  
[info@campbellsboatyards.com](mailto:info@campbellsboatyards.com)  
[campbellscustomyachts.com](http://campbellscustomyachts.com)





# Combining Traditional & Modern in a Sailboat Ideal for Easy Outings



SPECTRUM PHOTO BY FRAN GRENON (2)

**I**N 2015, Cape Cod Shipbuilding Co. was thrilled to launch Hull No. 2 of our Marlin Heritage 23, a “modern classic” daysailer/overnighter that perfectly fits the bill for traditional looks and modern conveniences.

We’ve combined the classically beautiful hull designed by Captain Nat Herreshoff, the “Wizard of Bristol,” with convenience and ease of use. We’ve fitted this boat with the gorgeous features you’d expect of a classic: high-gloss varnished mahogany coamings, oiled teak interior trim, teak and holly sole.

With two bunks below, Porta Potty, cooler, electrical system for running lights, inboard Yanmar diesel with folding prop, self-tacking roller-furling jib, seating for six, and a low-maintenance galley, the Marlin Heritage 23 has everything needed for single-handed or family sails. If you are becalmed, simply pushing a button starts the engine.

Hull No. 2, which was delivered to an owner in Chesapeake Bay, had system upgrades such as a swing-arm GPS, viewable from the tiller or down below.

As the oldest American sailboat builder in continuous production, our first-rate construction and semi-custom sailboats are a welcome contrast to mass-produced, lightweight sailboats built elsewhere. We hand-lay fiberglass and mold the hull and deck to form one

unit, ensuring that our boats last for generations. Today, with the third generation of Goodwins onboard, we continue to preserve the designs of the past while offering modern amenities for the practical sailor.

CAPE COD SHIPBUILDING CO.

7 Narrows Road, P.O. Box 152

Wareham, MA 02571-0152

508-295-3550

[wendy@capecodshipbuilding.com](mailto:wendy@capecodshipbuilding.com)

[www.capecodshipbuilding.com](http://www.capecodshipbuilding.com)





# MyTaskit

Service Made Simple

## CONNECTING BOAT OWNERS AND SERVICE PROFESSIONALS

GET ON BOARD  
SERVICE MADE SIMPLE

AND BEST OF ALL  
**IT'S FREE**  
WITH 1GB OF  
CLOUD STORAGE

- Simplify Your Life & Spend More Time on the Water
- Easy-to-Use Task Sharing for Repairs & Maintenance
- Extensive Network of Ready Service Pros & Marinas
- Automated Service Reminders & Service History Records
- Anywhere, Anytime Access, 24/7
- Quick Answers When Needed
- Thousands of Service Recommendations at Your Fingertips



**SIGN UP FOR YOUR FREE ACCOUNT TODAY AT:**  
[WWW.BIT.LY/MYTASKITFREE](http://WWW.BIT.LY/MYTASKITFREE)



🐦 [twitter.com/mytaskitapp](https://twitter.com/mytaskitapp)  
in [linkedin.com/company/mytaskit](https://www.linkedin.com/company/mytaskit)  
f [facebook.com/mytaskitapp](https://facebook.com/mytaskitapp)

**MYTASKIT**  
**.COM**



# Pleasant Cruising on a Classic Daysailer With Electric Auxiliary



**A** COUPLE OF YEARS after a Sebago Lake resort owner lost his L. Francis Herreshoff-designed Buzzards Bay 14 daysailer to fire, he came across Classic Boat Shop's original Pisces 21—a Herreshoff Fish Class-inspired daysailer.

"He said, 'That's exactly what I'm looking for!'" recalled Classic Boat's Jean Beaulieu.

This owner uses his boats to take guests out on the lake. He liked not only the classic lines, but also the option to install a silent electric drive and long-lasting, fast-charging lithium battery, which allows folks to enjoy the sounds of nature rather than engine noise. Other touches on *Irie* include varnished mahogany trim in traditional Herreshoff style and a swing-bracket-mounted GPS touchscreen.

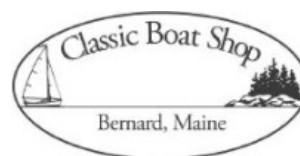
In addition to reaching a milestone of 50 Pisces 21s sold in 2015, Classic Boat Shop also launched *Lynx* for a customer originally from New York who retired to Stonington, Maine. Another boat, *Periwinkle*, went to a Marblehead, Massachusetts, customer. Both of these Pisces also include electric drives.

B20

"It's nice to see that people are choosing electric," said Beaulieu. "Given the right circumstances, it fits well with a day-sailer."

The yard also recently expanded its service and brokerage facilities, totaling 26,000 square feet; increased float space, and now has fast-response boats in both Southwest Harbor and Bass Harbor to better assist customers on the water throughout the season.

CLASSIC BOAT SHOP  
369 Tremont Road/P.O. Box 74  
Bernard, ME 04612  
207-244-3374  
[jean@classicboatshop.com](mailto:jean@classicboatshop.com)  
[www.classicboatshop.com](http://www.classicboatshop.com)



BOATS of the YEAR **2016**

# New Float System

## Provides Exceptional Strength



**C**USTOM FLOAT SERVICES completed a new commercial float system on the Charles River in Boston, Massachusetts, that featured an exceptionally strong engineered wood product. This system, which was installed in August 2015, was part of a project for Charlestown Maritime Center's property under the south end of the Tobin Bridge.

The development company had recently completed a 30,000-square-foot state-of-the-art production facility for its tenant, Boston Boat Works, which builds MJM Yachts. Custom Float Services was enlisted to design and build a new Travelift service dock for a recently purchased 75-metric-ton lift. CFS built six float sections that ranged from 34 to 40 feet in length, using full-length, pressure-treated Parallam beams. Parallam is the brand name for an engineered wood product that provides exceptional strength over long spans. In this case, the material eliminated the need for splicing pieces of lumber, which usually is required on more traditional floats extending more than 24 feet.

These characteristics, combined with an expected lifespan of 30-plus years, make engineered wood products a great choice for float applications. Custom Float Services, which constructed some 100 float systems throughout New England just in 2015, has been at the forefront of bringing this material to the field. We're delighted that MJM will be able to tie up multiple yachts to a top-quality system designed to absorb marine conditions year-round.

CUSTOM FLOAT SERVICES  
11 Wallace Avenue  
South Portland, ME 04106  
888-844-9666  
[info@customfloat.com](mailto:info@customfloat.com)  
[www.customfloat.com](http://www.customfloat.com)

 Custom Float Services, Inc.



# Hot-Shot West Coast Hybrid

## Combines Wood and Performance

**A**NNE ELISE IS THE PERFECT SHOWCASE for Devlin Designing Boat Builders, where Sam Devlin is known for his unshakable adherence to classic wooden boat design combined with state-of-the-art technology.

"If you had told me, 38 years ago, that I would be building a classic wooden boat with 600-horsepower joystick controls and a top speed of 50 miles per hour, I would have said you were crazy," Devlin said.

*Anne Elise* is the first of Devlin's Red Salmon 33 line of fishing cruisers, a traditionally styled wooden boat kicked up with modern performance technology. The Mercury Marine dual-station joystick control system—the first in the world, according to Mercury—can move the boat in any direction and turn it in place with one-handed input, providing *Anne Elise* with responsive handling, whether going full-throttle or easing alongside the dock. The Mercury system also offers traditional autopilot functions with GPS, gyro, and accelerometer integration. Twin Verado 300-horsepower outboard engines offer remarkable performance and fuel economy.

Even Devlin was astonished by the boat's responsive performance.

"I had told our customer before the launch that he might want to take it easy on the throttles, but after driving *Anne Elise*, I found she's so much fun that I didn't want to throttle back!"

Other features include berths, galley, enclosed head, shower, cabin heater, hot water heater, chart-plotter, radar, and satellite radio.



DEVLIN DESIGNING BOAT BUILDERS

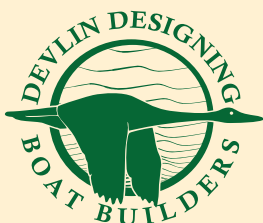
2424 Gravelly Beach Loop

NW Olympia, WA 98502

360-866-0164

[sam@devlinboat.com](mailto:sam@devlinboat.com)

[www.devlinboat.com](http://www.devlinboat.com)



# Fun and Performance in High-Tech MJMs



**S**EVERAL YEARS AGO, a hard-core boater who is also employed in the high-tech world approached East Coast Yacht Sales about a new boat. ECYS deals in quality fiberglass sailboats, trawlers, and downeast-style powerboats from Connecticut to Maine.

The boater was intrigued by MJM Yachts' Doug Zurn-designed 40z, a downeast-styled, high-performance, fuel-efficient yacht with unique features such as computerized/fingertip control, side-opening doors, spacious seating, dinette/berth convertible, and roll-up curtain and opening windshields for flow-through air.

Given his background, the high-tech construction of the 40z proved equally interesting. Unidirectional tri-axial Kevlar/Corecell and E-glass, pre-impregnated with epoxy resin and baked in a marine oven, controls the resin-to-glass ratio compared with conventional roll-on methods. The result is a hull and deck that are light, strong, fuel-efficient, and provide a great ride with a low center of gravity.

"When the boat launched, the owner was using his other boat less than 75 hours per year, and the MJM from

175 to 200 hours per year," said ECYS' Jon Knowles. "He's having so much more fun with this boat, the performance is more exciting, and it's easier to just jump on and use."

ECYS has been a top dealer for MJM, which is currently building four 40zs and three 50zs for delivery between January and August 2016.

East Coast Yacht Sales is proud to be celebrating its 30th anniversary in 2016.

#### EAST COAST YACHT SALES

106 Lafayette St., Yarmouth, ME 04096, 207-846-4545

Camden, 207-236-8656

Salem, MA, 978-744-7070

Portsmouth, RI, 401-682-2010

Stonington, CT, 860-415-8282

**yachts@ecys.com • ecys.com**





# Become the **best** in your field

**NMEA Master Dealer credentials  
show your commitment to  
serving your customers.**

- The Master Dealer logo identifies the best qualified NMEA dealers.
- Master Dealers are required to verify the technical capabilities of their staff and attend training to meet professional standards for installation and service of marine electronics.
- Master Dealers provide a "Consumer Bill of Rights" to their customers to back their commitment to customer satisfaction.
- Master Dealers provide their technical staff with continuing education to ensure technical proficiency.

## Will you be a Master Dealer in 2016?



To become an **NMEA Master Dealer** and to see a list of currently certified dealers, please visit [www.nmea.org](http://www.nmea.org) and click on the NMEA Master Dealer button in the navigation bar.

# Liveaboard Tug Cruising

## Reflects a Growing Trend



**E**AST COAST YACHT SALES is proud to have recently been selected as the Maine-Georgia and Great Lakes dealer for American Tugs, the LaConner, Washington-based producer of yachting tugs and trawlers from 36 feet to 48 feet long.

Since American Tugs' inception in 2000, the company has sold about 225 boats, roughly half on the East Coast. The single-engine craft are valued for their rugged build and powerful performance, cruising at 13-17 knots—faster than comparable craft.

"It's a totally different boat, for a different customer and a different lifestyle," said ECYS' Jon Knowles. "Most buyers are people who have retired or are about to retire, and now they're spending time living aboard the boat and exploring."

Many owners use their boats to cruise the eastern North America circumnavigation route known as the Great Loop.

"A lot of people are doing that, and these boats have become a big part of that experience," said Knowles.

The boats have also become integral to cruising the Inside Passage from Seattle to Alaska.

"It's spectacular scenery. And this boat was designed for this type of cruising. They're rugged, and probably 30 percent less expensive than comparable trawlers, but extremely well built."

ECYS also recently launched a new website, moved its Camden office to 44 Bay View St., and brought on a new broker, Scott Woodruff in Camden, with in-depth knowledge of the marine industry.

### EAST COAST YACHT SALES

106 Lafayette St., Yarmouth, ME 04096, 207-846-4545

Camden, 207-236-8656

Salem, MA, 978-744-7070

Portsmouth, RI, 401-682-2010

Stonington, CT, 860-415-8282

**yachts@ecys.com • ecys.com**





# Custom-Designed Edgerly 26

## Captures Classic Style



**E**DGERLY WOODWORKING and Boat Storage's new E26 powerboat stands out for its classic style in today's cookie-cutter world.

"I wanted to show the world we build unique, custom, beautiful boats," said owner Scott Edgerly, who has specialized in building, finishing, and repairing both boats and furniture for 35 years. "I like the looks of the old, classic boats. Everybody else builds lobster-style cruisers or jet boat knockoffs. I didn't want to go down that route. I wanted to do a custom-built boat."

Hull No. 1 is a solid fiberglass hull topped with a cored pilothouse and finished with sipo mahogany, teak decks, and a cherry interior. Accommodations include a galley, head, V-berth, and an L-shaped settee in the pilothouse, with a teak helm seat on the drawing board. Thanks to the bow's

knife-edge, the E26 easily cuts through the waves without pounding. With a 10-foot beam, it's roomy and stable.

"A lot of people think it's a 30-footer," Edgerly said.

Edgerly designed the boat, which can accommodate any layout, to maximize cruising pleasure. Its elongated open pilothouse, with rollup curtains, allows folks to enjoy fresh air and sunshine, but can also be quickly enclosed.

"On a nice day, you roll up the curtain and you get the sea breeze," Edgerly said.

#### EDGERLY BOAT

50 Apple Lane, Surry, ME 04684

207-610-0783, 207-664-0229

[edgerlyboat@aol.com](mailto:edgerlyboat@aol.com)

[edgerlyboat.webs.com](http://edgerlyboat.webs.com)

# Sportfishing Dayboat: Farrin's Boatshop Hopes to Open New Market



FARRIN'S BOATSHOP'S common sense approach to the design of pleasure and work boats stems from our belief that a boat should fit its owner's personal needs.

That was achieved in 2015, when the yard launched *Feelin' Nauti*, a 31-foot sportfishing boat built on an Eastern 31 hull and using the Eastern deck and house unit. Bruce Farrin's crew built the flybridge, installed the engine, drivetrain, rudder, and tanks, and built the custom interior.

"This was our first boat going to Bermuda, and we look forward to possibly building more boats for the island," said Farrin, who has more than 40 years in the boatbuilding business.

The project posed interesting challenges due to the power provided by its turbocharged, 425-horsepower Cummins QSB5.9 Tier II engine, plus increased windage posed by the extra height of the hardtop bimini. *Feelin' Nauti* cruises at 18-20 knots and hits 24 knots with the throttle pinned. Since it is a day boat, accommodations include a cold-water galley with microwave and coffeemaker, an enclosed head, and two V-settees below. Arrangements above include the helm and companion seats, settee, icebox, and a tackle station with custom drawers, including a fold-down with customized knife storage. There is a full electronics package below and on the bridge.



AL TRESCOT (2)

Currently under construction at Farrin's is a downeast-style yacht built on a Lowell 43 hull, fitted for fishing and cruising the East Coast.

FARRIN'S BOATSHOP

19 Sproul Road, Walpole, ME 04573

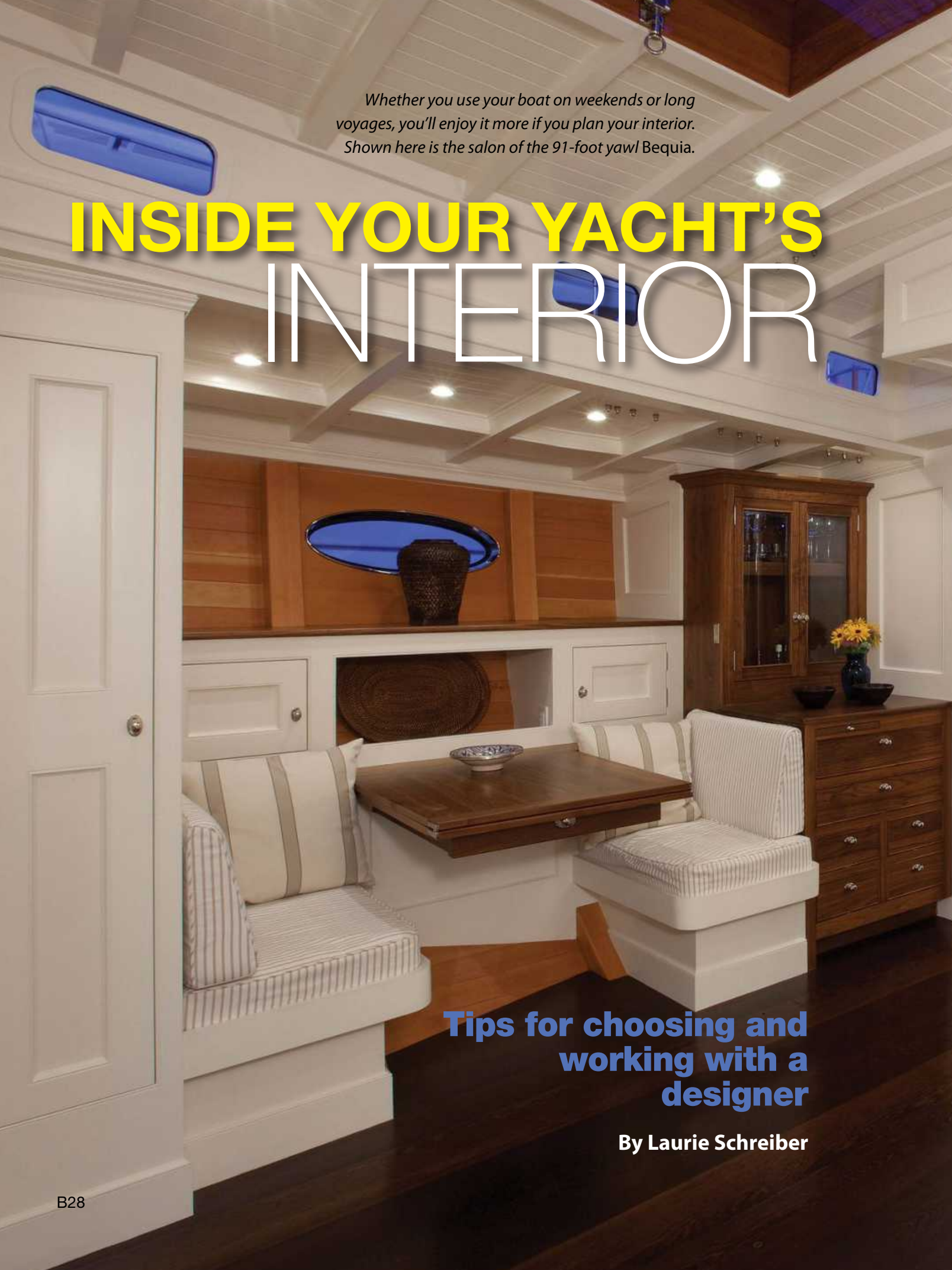
207-563-5510

[farrinsboatshop@tidewater.net](mailto:farrinsboatshop@tidewater.net)

[www.farrinsboatshop.com](http://www.farrinsboatshop.com)





The image shows the interior of a yacht's salon. The ceiling is white with a coffered design and recessed lighting. The walls are a mix of white paneling and light-colored wood. In the center, there's a built-in white seating area with a wooden table and striped cushions. To the right, there's a dark wood cabinet with glass doors and drawers. The floor is dark wood. The overall atmosphere is bright and elegant.

*Whether you use your boat on weekends or long voyages, you'll enjoy it more if you plan your interior. Shown here is the salon of the 91-foot yawl Bequia.*

# INSIDE YOUR YACHT'S INTERIOR

**Tips for choosing and working with a designer**

**By Laurie Schreiber**

**A**RE YOU TRYING to decide how to lay out the interior of your new yacht?

Maybe you'd like to refurbish your existing interior? Finding materials made for use in the marine environment and the techniques involved for the complex shapes inherent in a boat make the process of interior design for boats entirely different from home design.

If you've ever gone down the road of designing a custom boat, or are thinking about refitting a boat, you've probably perused a fair number of yachting

magazines to look at what others have done, says Martha Coolidge, who owns Martha Coolidge Design in Belfast, Maine. She finds that her clients typically hone in on a particular style—traditional, modern, or something transitional—and the cues of that style help to refine and articulate their own vision.

Coolidge recommends saving those images that pop out, either the digital or paper version, so you have a collection and a vocabulary of elements—colors, patterns, arrangements—that you like when you bring the discussion to an interior designer. You and your design-



PHOTOGRAPH © BILLY BLACK



er can then trade ideas back and forth. The sharing website Pinterest has proven useful for that process, she says.

"I'll title one of my boards on Pinterest with the boat name or the client's name, and we pin ideas back and forth," Coolidge says. "It's a constantly evolving board. The ideas might be tiny: Maybe we both like the way a headboard is upholstered. Or it might be the overall look."

When doing a custom interior, Coolidge says, it's essential to understand that the skills of interior yacht designers are different from those of interior residential designers.

"It has to do with understanding how a boat works, versus a house," Coolidge says. "That includes factors such as movement, weight, accessibility, and stowage."

The first step in the design process involves talking with clients about how they use their boat. Is it a day boat or offshore cruiser? Do they travel with children and pets, or entertain friends?



LAURIE SCHREIBER

*A classic, old-fashioned interior works well in an older boat.*

Nevertheless, Coolidge says, interior house design increasingly influences the way people think about interior yacht design. For example, fabric—one of any design's most visible elements—occupies a whole new world these days. Colorful, patterned fabrics once only available for homes are now increasingly available, in marine-grade materials, for boats.

Krishna Plauché, who owns Onboard Interiors in Marblehead, Massachusetts, says textile mills have done a great job of making more fabrics available that have a marine rating.

"Ten years ago, color charts for boats were just primary colors and maybe a stripe," Plauché says. Today, clients are more willing than ever to step out of the old-style zone of solid, bland colors. Designers will have catalogues of fabrics on hand for clients to view. Designer and client will want to consider how well a fabric works with fixed elements on the boat, such as the woodwork.

The quality of exterior textiles and foams has also evolved considerably over the years. Exterior fabric must be able to shed water and resist mold and mildew. Marine foam is mold-, mildew-, and fire-resistant and can be laminated to memory foam for greater comfort. Medium-density foam is most common for seats and backs. A soft foam offers a softer seat. Open-cell foam is used on deck: With the right fabric and lining, water drains right out.

Plauché explains that the first step in the design process involves talking with clients about how they use their boat. Is it a day boat or offshore cruiser? Do they travel with children and pets, or entertain friends?

Then it's time to discuss options, while being mindful of budget. Boat owners should not trim costs on the foam, she says, but they should be aware that exterior foam costs more than interior foam, and memory foam about doubles the cost of a cushion.

The topic of fabric covers everything from curtains and cushions to dodgers and sail covers. Prices run from \$30 to \$300 per yard. Prices are driven by a combination of brand, quality of material, and patterns, Plauché says.

"When you're working with your designer, tell her what your budget is," she says.

The designer's next job is to measure the various surfaces to be equipped with soft goods. The measurements

LAURIE SCHREIBER



*Varnished woodwork and comfortable settees combine with lighting fixtures and decor to create an elegant salon.*

taken onboard are then transferred to patterns. This is a highly specialized skill. For example, sailboat cushions have progressive bevels that conform to the complex curves of the boat.

"It's measure twice, cut once," Plauché says, adding, "Owners shouldn't make the measurements themselves."

COURTESY ONBOARD INTERIORS



*This salon features a cool palette highlighted by Herreshoff-style bulkheads.*

Back at the cutting table, the patterns are transferred to the fabric, which is cut and sewn, using UV-coated thread, on industrial sewing machines that require frequent needle

changes, given the thickness of the fabrics involved. Specialty saws allow the designer to cut large blocks of foam to the required contours.

Cutting is a specialized skill.

"It's a real trade," says Plauché. "Unless you have years of experience, or have apprenticed with someone, it's not easy."

Overall, says Plauché, when choosing a designer, "You need to have a good, open channel of communication. You should be comfortable that your designer is working with your budget. You also want to look at the designer's credentials. You don't want to give the job to someone who's not familiar with yacht design or with the special materials that are required to use on a boat. That's a big one."

On a boat, nothing is hidden—unlike a house, where the electrical panel, say, is out of sight in the basement. This changes how to approach the challenge—and pleasure—of interior design.

"What I tell people," says Coolidge, "is if everything looks like there was an intention that is carried through by the boatbuilders and the hardware-makers and all the craftsmen, then it really works." ■



# Foggcrafts Offer

## Smooth, Hassle-Free Outings



SEVERAL TIMES LAST SUMMER, a young Navy man and his wife traveled to Portland, Maine, from Portsmouth, New Hampshire, specifically to rent a Foggcraft 27 and enjoy warm, sunny weekends cruising on Casco Bay. Sometimes they stopped at Peaks Island to buy oysters.

"They loved the boat," said Eben Fogg. "They said it was the best-running boat they've ever been in."

It rained for an hour on one trip, but even that was fun.

"They sheltered under the bimini, enjoyed their oysters, then went on their merry way," Fogg recalled.

The Foggcraft 27—a sleek, elegant, and tough aluminum cruiser—is the latest model in a line that includes the Foggcraft 26 and 28. An original by Fogg's Boatworks founder Dennis Fogg, the Foggcraft is a classic design that uses modern materials to deliver a smooth ride. Compared to a fiberglass or wooden boat, aluminum is minimal maintenance—and with their skilled craftsmanship most people have no idea their boats are made from ¼-inch welded

aluminum. Injected closed-cell foam dampens sound and makes the boat nearly unsinkable.

Looks, safety, and hassle-free outings are what folks love about the rental fleet, including the 27 and two 26s, which are available at the company's dock space in downtown Portland.

"People come from all over the country to rent our boats," said Fogg. "We have many repeat customers. And we get great feedback."

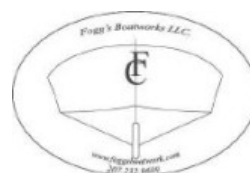
### FOGG'S BOATWORKS

230 Cumberland Road, North Yarmouth, ME 04097

207-829-6373

**foggboatworks@gmail.com**

**www.foggsboatwork.com**



BUILD • DESIGN  
SALES • RENTALS  
CHARTERS

# State-of-the-Art

## Transformation For Historic Shipyard



**E**STABLISHED IN 1924, Gamage Shipyard built nearly 100 boats over its first half-century, including well-known schooners such as *Harvey Gamage* and *Mary Day*. Under new ownership in 2000, the yard embarked on a new chapter, with the construction of new marina, storage, and repair facilities. More recently, with the retirement of Steve Morris in 2015, new general manager Mike Tatro is again stepping up Gamage Shipyard's transformation into a state-of-the-art facility. Improvements include a new cabinet shop, electrical design and installations, and increased expertise in existing departments. The yard also has a new office building and client lounge with Wi-Fi.

From transient boaters to a growing base of dedicated year-round customers, the goal is to shift from a service/storage facility to a full refit/new-build yard with the ability to take on any project—from maintenance and partial refits to full refits and finishing out new hulls.

"Our facility and infrastructure needed to change to help meet this goal," said Tatro. "It is our goal to be able to handle up to 60 feet and 50 tons with a new lift and meet all client needs with the addition of new departments and personnel."

#### GAMAGE SHIPYARD

6 Gamage Drive, South Bristol, ME 04568

207-644-8181

[mtatro@gamageshipyard.com](mailto:mtatro@gamageshipyard.com)

[gamageshipyard.com](http://gamageshipyard.com)





# Custom Canvas

## Leads to Innovative Solutions



**I**T MIGHT BE SURPRISING to learn that custom marine canvas work is more complex than the finished product often reveals. Each boat is different. Client requirements vary, and innovative solutions must be developed on an individual basis.

For instance, the canvas refit of *Liberty*, the 86-foot Hodgdon commuter boat, meant honoring the boat's classic lines while updating certain stylistic niceties and functional details.

"They wanted to reproduce what they had with great fidelity," said Gemini Marine Canvas and Marine Products owner John LeMole.

The beautiful lines of the cabin house and coaming required making a large top and full enclosure appear light and graceful, while improving the whole set-up to make it more watertight and easy to operate.

For *Aquarius*, an Ocean Alexander 48 luxury powerboat, the team built a large bridge deck bimini and full enclosure. The challenge here, besides the overall size of the job? The owners wanted all of the opening ventilation windows to swing up for storage for easier access and to protect the window material, so Gemini had to dream up a strap solution that was visually pleasing and simple to use.

"It's not just about the color of the canvas," said LeMole. "We have to design solutions to what can be conflicting needs."

GEMINI MARINE CANVAS AND MARINE PRODUCTS

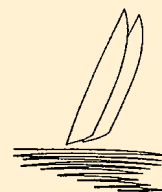
50 Tillson Ave., Rockland, ME 04841

207-596-7705

[info@geminicanvas.com](mailto:info@geminicanvas.com)

[www.geminicanvas.com](http://www.geminicanvas.com)

[www.geminiproducts.net](http://www.geminiproducts.net)



# YANMAR



***Best in class engines. Best in class support.***

## ***We Know Repowers.***

*Yanmar dealers have the experience and expertise to get your boat repowered and running its best.*

*There's nothing like the unsurpassed reliability and efficiency of a YANMAR diesel engine. Combine that with the worldwide support of the finest dealer service network and you're ready to head anywhere with confidence.*

***YANMAR engines are distributed by Mack Boring & Parts Co.***

***Mackboring.com 908-964-0700***

***Discover the many advantages of YANMAR engines and dealers by visiting...***

***marinedieseldealers.com***





# Sail and Power Refits Are On The Rise

**W**HEN AN EXISTING customer transitioned from sail to power boating, he chose a lightly used Eastbay 54—basic setup, white exterior, great potential—and commissioned her refit at Great Island Boat Yard. Major goals? Resolve minor survey issues; modernize systems; and, most rewarding, customize the boat with special features to suit the owners' specific tastes. The couple was intimately involved with the design aspects of this project and "making it their own"—merging Eastbay speed and seaworthiness with traditional downeast beauty. Features include a new teak transom, refurbished teak decks, medium gray Awlgrip, white nonskid, and custom stainless work. The interior of *Amelia*<sup>4</sup> was professionally designed and transformed with galley modifications, bright varnish highlights, soft goods, and a new high-tech bridge with touch-screens for navigation, monitoring, and communication.

Our crew has also been busy building and refitting serious offshore sailboats over the past year. Is the dream of long-range sailing a thing of the past? No way! Refits included: an Alden 51 (new mast), Swan 47 (Awlgrip, teak deck work, rigging), Hylas 49 (prep for Bermuda Race), empty Alajuela hull (new build for circumnavigation), Bruckmann 50 (overhaul—paint, new portlights, mechanical/systems work), Hinckley 41 (complete revitalization), and major maintenance on a Little Harbor 62 and a Lyman-Morse 46 returning from the islands.

We are also proud to be a commissioning and service center for Grand Banks and Bruckmann, performing electronics installations; interior carpentry customization; Awlgrip; and new vessel commissioning. When it comes to specialty service on Bruckmann, Grand Banks, and Eastbay yachts, we've probably seen it before.



MICHELE STAPLETON



MICHELE STAPLETON



LAURA SAAVEDRA

GREAT ISLAND BOAT YARD

419 Harpswell Islands Rd

Harpswell, ME 04079

207-729-1639

[steve@greatislandboatyard.com](mailto:steve@greatislandboatyard.com)

[www.greatislandboatyard.com](http://www.greatislandboatyard.com)



# Creating Customized Crafts of Exceptional Quality



SINCE EACH GUILLEMOT KAYAK is individually hand-crafted, it's never a problem to customize the build to meet the desires of each client. In 2015, Guillemot owner Nick Schade built two of his microBootlegger design kayaks (tandem, open cockpit), one in mahogany with carbon fiber interior, the other in western red cedar with a carbon/Kevlar interior. The first incorporated carved wooden seats and a storage hatch highlighted by an eagle inlay and secured by a magnetic closure system, thus retaining the craft's original lines.

Since 1993, Schade has specialized in small, car-top-pable boats using fiber-reinforced epoxy over wood strips. He also teaches kayaking skills and boatbuilding classes at the WoodenBoat School and elsewhere. In addition, Schade sells plans and kits for DIY boatbuilders.

In creating completely bespoke boats for discriminating clients, Schade frequently employs exotic materials. He recently started using the vacuum infusion method, more typically seen

on high-end yachts but perfectly suiting his standards for a strong, lightweight craft with overall superiority. The eagle inlay required custom-cutting seven different species of wood into veneer, cutting the marquetry, routing space to accept the inlay, then vacuum bagging a tight seal. Rare earth magnets created the watertight hatch seals; recessed finger openings eliminated protuberances that would disrupt the design's clean lines.

"I started building boats for my own use, and want to provide clients with a craft that enhances their experience on the water," said Schade. "If I end up with a beautiful boat, it is a side effect of making a high-quality boat."

GUILLEMOT KAYAKS  
54 South Rd, Groton, CT 06340  
860-659-8847  
[nick@woodenkayaks.com](mailto:nick@woodenkayaks.com)  
[woodenkayaks.com](http://woodenkayaks.com)





# Celebrating the People Side of Marine Supplies



**N**EARLY 40 YEARS AGO, Wayne Hamilton started Hamilton Marine in his garage in Searsport, Maine, selling marine supplies to commercial fishermen.

Today, the business has grown to five locations in Maine and sells products nationwide and on almost every continent, including Antarctica.

But this is no faceless corporation. Customers love Hamilton Marine because they can discuss their needs and knock around ideas with employees, who are typically immersed in similar marine-related endeavors themselves.

The inventory caters to a mix of recreational boating, commercial fishing, boatbuilding, and marine transport.

"Our strength is our people," said sales and marketing manager David Normann. "Our customer base has a lot of do-it-yourselfers. Part of that is Maine and part of it is the world of boats. We get into the project with them. We do the same things and use the products we sell, so we know how best to help them."

The staff stays on top of new product developments through factory and in-store seminars, as well as personal experience.

"Our customers consider Hamilton Marine the real deal," said Normann.

"We're not slick sales people who sell anything. We're into boats in a part of the world that's been building and maintaining them for centuries originally for work—and now for work and play. It's in our blood."

#### HAMILTON MARINE

155 East Main St, Searsport, ME 04974

100 Fore St, Portland, ME 04101

20 Park Drive, Rockland, ME 04841

165 Clark Point Rd, Southwest Harbor, ME 04679

14 Main St, Jonesport, ME 04649

800-639-2715

**orders@hamiltonmarine.com**

**hamiltonmarine.com**



# Lasting Legacy: A Fast-Running, Downeast-Styled Newcomer



**W**HEN SEPH LIMEHOUSE, a chief designer at Scout Boats in South Carolina, passed away in 2014 at a young age, he left behind not only a grieving family, but also his design and molds for a beautiful 17-foot powerboat with a downeast flair, called *Edendriver*.

Before he died, Limehouse's wife, Leigh, promised she would find a production builder for his legacy boat. Hamlin's Marine in Hampden, Maine, is a dealer for Scout and other brands, as well as providing service, storage, and marina amenities. One day, when Hamlin's owner Dan Higgins was at the Scout yard, he spotted *Edendriver* gleaming in the sunshine. He was hooked by her looks. After going for a ride, he was ready to commit Hamlin's manufacturing subsidiary, Puffin Boats, as her producer.

"This boat is different," said Higgins. "We ran it under windy, rough conditions. It was true to its New England style with South Carolina DNA: It cut through chop and there was no pounding. It has excellent lateral stability. At one point,

I ran it like a jet ski and topped out at over 40 miles per hour—way faster than a downeast boat."

Hull No. 1 of Hamlin's Edendriver will debut in Rockland, Maine, at the Maine Boats, Homes & Harbors show in August 2016. Leigh will be involved with the boat's styling and promotion.

"The fact that we're building the Edendriver is serendipitous," said Higgins. "It's a beautiful boat."

HAMLIN'S MARINE

100 Marina Road, Hampden, ME 04444

207-907-4385

[dhiggins@hamlinsmarina.com](mailto:dhiggins@hamlinsmarina.com)

[hamlinsmarina.com](http://hamlinsmarina.com)

**Hamlin's**  
*Marine*





Experience the north east the migis hotels way  
warm hospitality in five extraordinary settings



MIGIS HOTELS

[migishotels.com](http://migishotels.com)

[250mainhotel.com](http://250mainhotel.com) | [emersoninnbythesea.com](http://emersoninnbythesea.com) | [migis.com](http://migis.com) | [innatoceansedge.com](http://innatoceansedge.com) | [blackpointinn.com](http://blackpointinn.com)





# Tale of Two 38s:

## From Traditional to Speedy



**T**HE JOHN WILLIAMS BOAT COMPANY had the pleasure recently of finding a new owner—and new beginning—for the first Stanley 38 the company ever built.

In the early 1980s, a customer approached John “Jock” Williams for “something special” in the 38- to 40-foot range. Williams and his team cut a stock 36 semi-displacement hull in half, added two feet in the middle, and crafted the elegant yacht, *Fishwife*. Hull “stretching” was new to the Williams yard at that time.

“It was an interesting experience,” said Williams. “We were feeling our way.”

Accommodating the customer’s significant height, the pilothouse is 6 feet 6 inches tall. Amenities included a cockpit bench removable for angling, seats and folding table below, V-berth, swing-up platforms for additional berths, and plenty of varnished woodwork.

“It was a big launching—probably 250 people,” recalled Williams.

For years, the owner cruised between Maine and Florida. Several years ago when the family was ready to sell, they

returned to Williams’ brokers. There was plenty of buyer interest, but the family wanted the right person—someone who felt similarly about this boat’s beauty.

“We found a wonderful match last summer. She’s beginning a new adventure,” said Williams.

Likewise, the company is beginning another new adventure—building a Doug Zurn-designed Williams 38, expected to achieve speeds of up to 40 knots.

“This is a new concept for us,” said Williams. “We’re going into the speed realm.”

JOHN WILLIAMS BOAT COMPANY

17 Shipwright Lane, P.O. Box 80

Mount Desert, ME 04660

207-244-7854

[info@jwboatco.com](mailto:info@jwboatco.com)

[www.jwboatco.com](http://www.jwboatco.com)

**JW** John Williams  
Boat Company



# Early Alberg 35

## A Multi-Year and Cherished Project



**J**ONESPORT SHIPYARD has been honored over the years to maintain and upgrade a 1960 Alberg 35 for an owner who has become a treasured friend.

While preserving the boat's traditional layout, we replaced the galley, reconstructed the deck, and cleaned, polished and re-installed the bronze ports. We upgraded the rigging and mechanical systems, redid gelcoat on the decks and cabin, replaced and/or reconditioned thru hulls, installed a self-steering vane, fabricated new bronze tiller hardware and tiller, stripped and protected the bottom, and painted the hull. A marine surveyor recently termed her "the finest example of an early Alberg 35 from the Bahamas to St. John, New Brunswick." Through our brokerage, we were delighted to find a new owner who cherishes this vessel as much as we do.

We also had an interesting lobsterboat rebuild recently in F/V *Rhumboogie*, a 1985 42-foot Atkinson Novi from

Gloucester, Massachusetts. We removed the decks and beams; installed wiring, plumbing, two 1,400-pound lobster tanks, new beams, ply decking with rubber overlay, six new deck hatches, and oak rub rails; and upgraded mechanical systems.

Finally, in 2015 we were delighted to hire Chris Suggs, who is deeply experienced in boatyard operation and management through his own repair business, partnerships, and as vice president of manufacturing at Grand Craft, which builds mahogany runabouts. Involved in management and training, Chris will help guide Jonesport Shipyard into the future.

JONESPORT SHIPYARD

P.O. Box 214, 285 Main St., Jonesport, ME 04649

207-497-2701

[info@jonesportshipyard.com](mailto:info@jonesportshipyard.com)

[jonesportshipyard.com](http://jonesportshipyard.com)



# Robust Marina Services

## Build on Midcoast's Growth



ON ITS JOURNEY toward building midcoast Maine's premier yachting facility, Journey's End Marina in Rockland last year added a new 18,000-square-foot heated indoor storage facility with three work spray bays, a new 24-foot by 24-foot by 85-foot professional spray booth, and a 60-ton Con-O-Lift hydraulic trailer.

Heated indoor storage is a great way for yachtsmen to know their boats are well protected from the freeze-and-thaw of the elements. Everything, from expensive electronics to elegant woodwork and soft goods, benefits from being in a climate-controlled facility.

Investment in our state-of-the-art paint booth takes our glass and paint division to the next level. And our Con-O-Lift, in addition to our 75-ton Travelift and refurbished 50-ton lift, provides us with capability that's likely unique among marinas anywhere.

The O'Hara family is investing in Journey's End for a reason. Located on

one of the most beautiful cruising grounds in the world and central to Rockland's development as a tourist hub, our full-service marina and boatyard offer all the services that boaters need. As a leader in the field, we look forward to continuing our rigorous program to develop the newest, the latest, and the greatest facilities for our recreational and commercial customers.

JOURNEY'S END MARINA

120 Tillson Avenue

Rockland, ME 04841

207-594-0400

[sstrause@journeysendmarina.com](mailto:sstrause@journeysendmarina.com)

[journeysendmarina.com](http://journeysendmarina.com)





# Tides, Weather & Local Knowledge ON YOUR PHONE



Open USHarbors.com in a browser on any smartphone  
to enjoy our mobile-optimized website nationwide.

Add a bookmark to your home screen for easy access  
to your favorite harbor.

**FREE**

## USHARBORS®



TIDES, WEATHER & LOCAL KNOWLEDGE

[www.usharbors.com](http://www.usharbors.com)

# Providing Access to Southern Maine's Glorious Coast



**K**ENNEBUNKPORT MARINA has a mission: to share the pleasures and beauty of the southern Maine coastal region.

As the only Maine facility south of South Portland to offer powerboat rentals, the marina is uniquely positioned to fulfill that mission.

"The Bush (family) compound is a major attraction here," said manager Cathy Norton. "Often, people will spot seals and dolphins. They go to Ogunquit and have lunch, or stop in for ice cream. They might go up to Cape Porpoise. There's a protected little area there, called Stage Harbor, where they can anchor, have lunch, and go swimming. There's the scenery along the shore and the Goat Island lighthouse. And, of course, people go fishing, mainly for stripers."

Not coincidentally, the marina has all kinds of fishing tackle available, stocked by Saco Bay Tackle and reason-

ably priced to pair with a boat rental for a fun day on the water.

Attention at Kennebunkport Marina is geared toward personal service, as envisioned by owner Mike Shea, who bought the marina in 2010 to provide access to the water for people who don't have boats.

"He grew up on the water here and treasures that experience," said Norton. "He wants as many people as possible to have the same experience."

KENNEBUNKPORT MARINA

67 Ocean Avenue, Kennebunkport, ME 04046

207-967-3411

[managerkport@roadrunner.com](mailto:managerkport@roadrunner.com)

[kennebunkportmarina.com](http://kennebunkportmarina.com)





# The New Bertram, Born on the Maine Coast



JOHN SNYDER



**T**HIS HAS BEEN an exciting year at Lyman-Morse. We've partnered with Bertram Yachts to build the first two prototypes of the new Bertram 35, a Michael Peters design that is expected to top 40 knots. The prototypes are due to launch this spring. The design taps into the wishes of a deep customer base looking for the kind of record-smashing performance demonstrated by the first Bertram 31 in 1960. Bertram is committed to returning this iconic brand to its All-American roots. Needless to say, we are really excited about this partnership.

In addition, Hull No. 2 of our Monhegan 42, the first LM boat to be U.S. Coast Guard-certified, will complete sea trials in early 2016. This high-speed commuter can ferry 15 people to and from the client's Great Lakes retreat. The client was drawn to the C. Raymond Hunt design for its proven comfort and seaworthiness. A trial ride on *Peregrine*, our Monhegan 42 cruiser, blew them away. Safety, strength, and durability combine with comfortable seating and elegant finishes.

Equally big news was our acquisition of Wayfarer Marine in Camden, Maine. We now have yards in two historic boatbuilding towns in the heart of New England's boating world. Service and refit work fill our buildings and line our Camden and Thomaston, Maine, waterfronts.

Our non-marine business is also bustling. Our CNC department, prototyping business, and LM Fabrication have been humming, producing everything from radomes to sets for Broadway musicals. And the Lymans will open 250 Main, a new lifestyle hotel in Rockland, Maine, this spring. It's all going on here!

LYMAN-MORSE BOATBUILDING CO.

84 Knox Street

Thomaston, ME 04861

207-354-6904

[info@lymanmorse.com](mailto:info@lymanmorse.com)

[www.lymanmorse.com](http://www.lymanmorse.com)



# Year-Long Refit Targets Singlehanded Global Voyage



ON SUNDAY, NOV. 15, 2015, at 9:18 a.m., Joe Harris set out to break the single-handed, non-stop, around-the-world record of 137 days aboard a 40-foot boat.

On *Gryphon Solo 2*, an Akilaria RC2 Class 40, Harris crossed the start line off Castle Hill in Newport, Rhode Island. Though a repair stop at Cape Town was necessary, the remaining route traverses the Southern Ocean, Cape Horn, and back to Newport.

Maine Yacht Center was honored to complete a 12-month refit and upgrade project to prepare GS2 for this voyage.

The refit included keel removal, inspection and recasting; removal, inspection and service of twin rudders, rudder bearings and steering system; race bottom job and mast paint; modifications to deck hardware; and upgrade to B&G sailing instrumentation and autopilots.

We built and fit additional hand and foot rails; installed water makers; solar panels and transom-hung, dual-hydro



generator; batteries, alternators, and energy-monitoring system; additional fuel and water tanks; replaced standing rigging—lateral rod rigging, fore/aft textile rigging, new PBO anti-torsion furling cable for headstay; replaced running rigging, new lashings; installed two gyro

compasses; computer system, network, back-up computer; and installed and set up multiple satellite communication systems; computer-based navigation system with world charts and integrated sailing performance polar data and weather routing.

MAINE YACHT CENTER

100 Kensington St.

Portland, ME 04103

207-842-9000

[info@maineyacht.com](mailto:info@maineyacht.com)

[maineyacht.com](http://maineyacht.com)







# A WINTER'S STORAGE TALE

**6 questions to ask when deciding  
where to store your yacht next winter**

By Laurie Schreiber

**P**ICTURE THIS: The end of the season has come and it's time to haul and store your boat. How do you choose the best yard for your needs? Here's a checklist of questions to ask boatyards about their storage and maintenance protocols to make sure that your boat is in tip-top shape come spring launching time.

■ **Ask about inside versus outside storage options.**

At Burr Brothers Boats in Marion, Massachusetts, Barbie Burr says inside options might include climate control. For outside storage, owners will want to know if their boats will be stored with the mast in or out. Inside heated storage, Burr says, will inhibit mold and mildew, allow technicians to service boat systems, and even jump the season with an early launch date. Outside storage is cheaper. Although there might be additional savings by leaving sailboat masts in, Burr's yard superintendent, Chris Bryant, doesn't recommend it. "I don't feel comfortable watching a hull take that load, especially at the chainplates," he says. He points out that, at sea, the mast and boat move together. On the hard, the mast moves, but the hull doesn't. Vibration is channeled through the stays into the hull. He recommends inspection and winterization of the mast.

■ **Find the right yard "culture."**

Bryant recommends the "beer taste challenge." If you're anchored in good weather, how does the beer taste? If it's sour because you saved money on your brightwork, or flat because your topsides aren't shiny, or bitter because of your mechanic's lack of communication—the problem might not be the beer.

■ **Ask about access and permissible activities.**

"These days, all boatyards have rules about customer activity," says Burr. Some have minimal rules; others are tightly controlled. Some allow do-it-yourselfers; others don't. Safety is paramount, particularly with regard to hazardous material handling, waste disposal, pollution prevention, and work involving power equipment. Although even the most restrictive boatyards allow owners to visit their boats, you still need to know basic safety information, such as the location of the eye wash, fire extinguisher, and second exit out of the building; and policies regarding ladders, electric cords, power tools, and flammable materials.

■ **Ask about basic resources, including parking, the head, and fresh water.**

If you're doing a project yourself, see if the yard has



*If you plan to work on your boat, be sure to ask about access and permissible activities.*



materials for your use such as vacuum-collection tools, tarps, and extension cords. The yard might even provide you with personal gear such as gloves, dust masks, and eye protection.

■ **Ask about environmental protection measures to keep the air, ground, and water free of pollutants.**

■ **Ask about insurance.**

"Most yards require that you carry insurance," says Burr, who also cautions, "If you save money on insurance by undervaluing your vessel, you may not be able to collect full value, even if the yard is 100 percent at fault."

*Inside storage often comes at a premium, and yards line boats up like pieces of a puzzle.*



## **More Than Maintenance: Asking your boatyard for a survey can save your yacht from disaster**

If you're buying a used boat, hiring a surveyor to scope out potential problems with its structure and systems is a no-brainer. But shouldn't surveys be carried out more often, even if you are not buying or selling? Mike Whitten, owner of Coastal Marine Survey in Bucksport, Maine, advises that many insurance companies require yacht surveys every four or five years, while others require a survey every eight to 10 years. Regardless of the requirements, having a fresh set of eyes go over your boat is always a good idea.

"From my experience, it's a good idea for boat owners to have someone look at their boat every four to five years—the systems, the lifesaving equipment, the hull while it's out of the water," Whitten said. "Surveyors focus on the big three—fire, flooding, and life-saving. Those three things are paramount. They can also tell owners the current value of their boat."

Some marinas and storage yards perform in-depth examinations of the boats in their care, uncovering problems not immediately obvious. But most, he noted, perform routine maintenance and repairs on problems as noted by the boat owner, and many of those are cosmetic. Commissioning a surveyor or

an expert at your boatyard to examine all of your boat's components, either in the spring prior to commissioning or in the fall before the boat's systems have been winterized, is always money well-spent. "Some yards will do that as a normal part of business, but some won't," he said.

He recalled the instance of a 15-year-old, high-end yacht that was generally well maintained. But after a recent survey, Whitten found the EPIRB was out-of-date and not registered, the fire extinguishers were old, and there were some significant mechanical issues no one had noticed. On another well-kept boat, he tapped on the hull around the metal grounding plate and heard a rattling. He rapped on the plate itself—and it fell to the ground. The bolts had corroded on the inside. That left two holes in the hull that could have been catastrophic at sea.

"I find that people spend enormous amounts of money on cosmetics and they tend not to spend a lot of money on the actual systems until something breaks," he said. "'My bilge pump isn't working.' 'I noticed a leak here.' It's the things you don't see that can catch up with you." —LS

# A Design-Forward Approach on NARRAGANSETT BAY



**S**OON AFTER THE OWNER of a Vicem 58 met Maloney Interiors owner Ally Maloney last year, he selected her to help guide his yacht's complete soft-goods refit.

Maloney, who has a youthful, innovative approach to design, aims to give clients functional products that look right in their yachts and reflect their unique taste. After replacing all three mattresses on the customer's Vicem, she addressed the custom bedding and linens. For the master stateroom, she drew inspiration from a Ralph Lauren line of bedding that the owner liked, and created a similar look, sewing a custom-fit lightweight bedspread from a navy matelassé fabric.

"We paired it with a beautiful navy-and-white paisley print for the duvet and shams," she said. "Custom window curtains, throw pillows, and a dressing seat completed the room."

The guest stateroom is dressed more casually in a soft navy-and-white print fabric, and the exterior seating fea-

tures solid navy cushions and plush throw pillows for comfortable entertaining.

"I take advantage of the latest products, try to anticipate design trends, and incorporate them into my projects," Maloney said.

Maloney Interiors offers services in custom fabricated soft goods, furniture, outfitting, and more, for everything from super yachts to small boats.

MALONEY INTERIORS  
P.O. Box 305, Warren, RI 02885  
203-206-6877  
[ally@maloneyinteriors.com](mailto:ally@maloneyinteriors.com)  
[www.maloneyinteriors.com](http://www.maloneyinteriors.com)

MALONEY INTERIORS  
YACHT & RESIDENTIAL DESIGNS



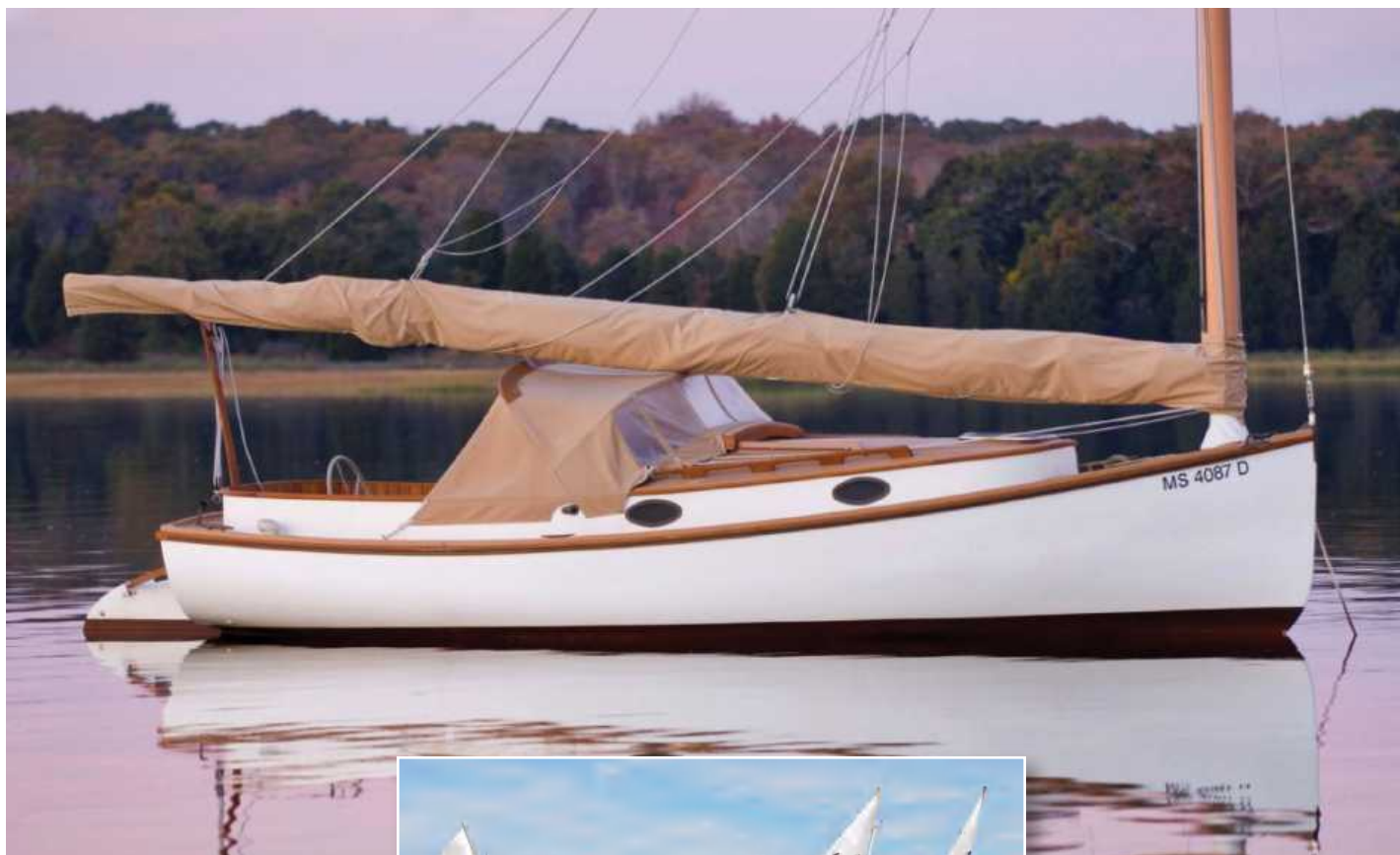


**SEE YOU THIS SUMMER!**



**AUGUST 12-14, 2016**  
**HARBOR PARK, ROCKLAND**  
[WWW.MAINEBOATS.COM](http://WWW.MAINEBOATS.COM)

# Traditional New England Lives On In Cape Cod Catboats



**T**HE CAPE COD CATBOAT has graced the waters of New England since the mid-19th century. Rugged and seakindly, these craft were used

by fishermen in all conditions for more than 100 years. The large cockpit afforded ample workspace, the lone sail made single-handing simple, the wide beam made her stable in variable conditions, and the shallow draft allowed ease in navigating skinny waters.

She was perfect around Cape Cod, where strong winds, tides, and treacherous shoals demanded a design that would stand up to these conditions yet sail fast and provide room to carry a large payload. Fishermen would race each other back to shore, as the early arrivals would get the highest price for their catch. Yachtsmen watched this over the years, and by the late 1800s a number of large “cats” were built for the sole purpose of racing, which became popular in Newport, Rhode Island, and beyond. By the mid-1900s,



reliable engines for fishermen and fancy new sail plans for yachters made the old wooden cats somewhat obsolete.

In 1962, Breck Marshall started building fiberglass catboats and, to this day, the company is still building these classic shoal draft sailboats. Nearly 2,000 Marshall Cats are sailing all over the world, and racing fleets have become popular up and down the East Coast. Marshall Marine builds, maintains, and stores 15-foot Sandpipers, 18-foot Sanderlings, Marshall 22s and Joel White's Sakonnet 23s. Our motto? Keeping tradition alive and well.

MARSHALL MARINE CORPORATION

55 Shipyard Lane, South Dartmouth, MA 02748

508-994-0414

[geoff@marshallcat.com](mailto:geoff@marshallcat.com)

[www.marshallcat.com](http://www.marshallcat.com)





# Midcoast Marine Electronics

## Travels to Customers



FROM HIS HOME BASE in Rockland, Maine, Midcoast Marine Electronics owner Dennis York traveled to Florida and the Bahamas at least three times over the past year to work on multiple yachts. A majority of that time was spent installing the latest electronics upgrades for a customer who enjoys cruising and fishing in the Caribbean.

"He's a repeat customer with multiple boats, and this is a full Furuno package with all-new systems for his sport-fishing boat," said York.

Traveling to the customer is all part of a day's work for York and his four highly skilled technicians, who also bring boats from afar to their shop when needed. It's important to customers to know that, wherever they are, Midcoast Marine will come to them.

"They want someone they know," said York.

Closer to home, York and his team have been doing quite a bit of work for Journey's End Marina and Hodgdon Yachts

over the past couple of years—performing electronics installations, service projects, and consultation, trouble-shooting, and follow-up for Hodgdon's luxury tender division.

Founded in 1999, Midcoast Marine has a team of experts with more than 40 years of combined experience working on all types of vessels of all sizes, including tugs, fishing boats, yachts, and government vessels. Certified as Master Dealers by the National Marine Electronics Association, the team continuously trains through yearly manufacturer seminars to stay current on the latest technological advancements.

MIDCOAST MARINE ELECTRONICS  
700 Main Street, Rockland, ME 04841  
207-594-3993

[info@midcoastmarine.com](mailto:info@midcoastmarine.com)  
[www.midcoastmarine.com](http://www.midcoastmarine.com)



# Stability, Fuel Efficiency

## Create a Perfect Cruising Yacht



**W**HEN THE NEW MJM 50z was introduced at the 2014 Newport International Boat Show, it became an immediate hit.

So far, MJM Yachts has splashed seven 50zs; as of this past winter, 11 have been sold.

"The ride and handling, ease of use, innovative layout, and use of space make her a perfect liveaboard," said MJM's Chris Hughes. "It combines the comfort and living space of what people have become accustomed to on a much larger yacht, yet can easily be handled by an older couple without paid crew."

The 50z offers an advanced Doug Zurn design with a low vertical center of gravity combined with a Seakeeper gyro stabilizer, together resulting in unprecedented Certified ISO Category A-Ocean Stability. It offers more usable space than any other boat in its class, above and below deck—50 percent of the boat is open flush deck. There are



plenty of hatches, and hull ports ramp up light and ventilation. Either sliding glass or rollup Strata-glass sides provide an open fly

bridge feel. It's the most fuel-efficient powerboat in any class, burning half the fuel of other boats. The boats are built in Charlestown, Massachusetts, in a new yard on Boston Harbor.

"The MJM 50z has enjoyed a surge," said Hughes.

MJM YACHTS, INC.

203-253-2836

[info@mjmyachts.com](mailto:info@mjmyachts.com)

[mjmyachts.com](http://mjmyachts.com)

**mjm**

Local dealer:

EAST COAST YACHT SALES

[yachts@ecys.com](mailto:yachts@ecys.com) • [www.ecys.com](http://www.ecys.com)



# Newport Boat Show

## Highlights “Best In The Biz”



ONNE VAN DER WAL



**T**HE ANNUAL NEWPORT International Boat Show never fails to put its thousands of attendees and exhibitors in an upbeat mood.

What could be better than a long weekend in September, strolling 13 acres along Newport, Rhode Island's famed waterfront to view the latest powerboats and sailboats from around the world, as well as hundreds of marine products and services—all intertwined with visits to world-class dining establishments and trendy boutiques in this historic town?

In 2015, the show celebrated its 45th year. It couldn't have been a more perfect celebration. The weather was still warm; the harbor was filled with happy boaters enjoying the last burst of summer. Fresh lobster rolls and cold beer were a huge hit, as were other highlights, such as “Confident Captain/At The Helm,” offering powerboat and

sailboat lessons; the acclaimed “Newport For New Products” program—featuring the U.S. debut of new boats and products; and a visit from America's newest Tall Ship, the 200-foot SSV *Oliver Hazard Perry*.

The 46th annual Newport International Boat Show, scheduled for Sept. 15-18, 2016, will feature all this and more.

“It's just the perfect destination for celebrating the fall season in style,” said organizer Nancy Piffard.

NEWPORT INTERNATIONAL BOAT SHOW

250 Thames St, P. O Box 698

Newport, RI 02840

401-846-1115

[info@newportboatshow.com](mailto:info@newportboatshow.com)

[www.newportboatshow.com](http://www.newportboatshow.com)



# Inflatable Craft

## Wins Loyal Fan Base



KAYLA MELVILLE

**A** YEAR AGO, the nonprofit Friends of Seguin Island approached North Atlantic Inflatables in search of an inflatable craft that could withstand constant exposure to the rocky shore and surging sea.

Tasked with maintaining the remote Maine island and accommodating visitors, the group had been using heavy wooden boats because inflatables were quickly torn up landing and leaving from a rocky beach.

"They approached us with a very specific request," said North Atlantic owner Rob O'Brian. "On a limited budget, they needed a nine- to ten-foot boat that was light enough to carry onto the island to store at night, robust enough to carry people and freight ten to 20 yards from a moored service boat to the shore, and rugged enough to stand constant bashing."

The company, which prides itself on high-quality materials and fabrication at substantially lower prices than other inflatables, provided a 9-foot 8-inch aluminum/PVC North Atlantic Inflatable RIB.

With one season under its belt, the nonprofit is thrilled with its new boat. "We drag the boat up and down a rocky

shore five to ten times a day," they told O'Brian. "After a fresh coat of bottom paint, the boat will be ready for next season."

North Atlantic offers all types of inflatable boats ranging from 7-foot "soft keel" models to fiberglass and aluminum RIBs up to 21 feet. Their boats can be ordered in customized colors, and are available in either PVC or hypalon fabric. The company works directly with factories in Asia and passes the savings on to customers.

"We are proud of the quality we bring to inflatable boats at an affordable price," said O'Brian.

#### NORTH ATLANTIC INFLATABLES

400 Commercial St., P.O. Box 492, Portland, ME 04112  
207-844-1742

**[sales@northatlanticinflatables.com](mailto:sales@northatlanticinflatables.com)**

**[facebook.com/northatlanticinflatable](https://facebook.com/northatlanticinflatable)**

**[northatlanticinflatables.com](http://northatlanticinflatables.com)**







## Boatyard Or Backyard

### Rolling and Tipping with Epifanes Delivers Exceptional Results.

Professional or amateur, once you've rolled and tipped a boat with Epifanes two-part Poly-urethane, it can quickly become your go-to strategy for every paint job. The results are absolutely stunning, and the guidance and technical support from Epifanes are unsurpassed. Of course spraying is still a great option for all Epifanes paints and varnishes. But once you've experienced the roller and the brush, the more you'll be rolling and tipping with Epifanes. Look for it at your local chandlery. And watch our roll and tip video on the Epifanes Facebook page.



AALSMEER, HOLLAND ■ THOMASTON, MAINE ■ ABERDEEN, HONG KONG  
1-800-269-0961 ■ [www.epifanes.com](http://www.epifanes.com)

FOLLOW US  

A special thank-you to the owners of *Moonmaiden II*. Beautiful paint job.

# Restoration Experts

## Find Projects Near and Far



SINCE ITS FOUNDING a decade ago, Northeast Boat has been working nonstop building, restoring, selling, and finishing classic wooden boats.

In 2015, owner Josh Howard and his crew restored a Chris-Craft runabout and four Herreshoff 12½s and are working on a fifth. They transformed a wooden lobsterboat into a lobster yacht and repaired a Jimmy Steele peapod that was damaged in a storm.

Howard also bought a second property, built a new shop, and opened Northeast Marine Services, where the crew is building a 38-foot fiberglass sailboat, performing several new Awlgrip jobs, and replacing a new teak deck on a smaller powerboat.

And that's not even counting all the team's many travels to work on restorations at other yards along the East Coast. Annually, for example, they perform maintenance on *Adventure II*, South Carolina's 17th century reproduction sailing vessel. They store and maintain 40-plus classic wooden boats annually. Projects currently on the docket mean the



shop is booked for the next two years.

"We're proud that we've expanded quickly and travel as a group to address different projects, in different places," said Howard. "The most amazing thing is not any one project, but the people who work for me. I'm

thankful for everyone in the local marine industry, from the guy who owns the barge, to the crane operator, to other local boatyards, to the truck driver who moves our boats, to the harbormasters who help us with our needs, to our great customers. As a small business, we're all interdependent on each other, and I'm grateful for the wonderful relationships that develop."

NORTHEAST BOAT  
845 Atlantic Highway  
Northport, ME 04849  
207-322-7014

[jhoward@northeastboat.com](mailto:jhoward@northeastboat.com)  
[northeastboat.com](http://northeastboat.com)





# Bluebird's Sailing Enhanced With Networked Electronics



BILLY BLACK

**T**HE THIRTEEN FEET OF SNOW on Ocean Pursuits' launch ramp last year did not disappear until April 8. With an early launch scheduled for *Bluebird's* sea trials prior to the 2015 Bermuda 1-2 race, we were hoping for a fast melt. We all had Bermuda on our minds!

*Bluebird*, a 36-foot Morris Justine, is no newcomer to offshore sailing and racing, logging eight prior races and over 40,000 nautical miles with owners Gust and Jan Stringos. Last winter, Gust invested in a complete new B&G electronics installation. Given our experiences with B&G—the products' durability, tech support, and reliable performance—we knew this selection was wise.

The H5000 Hercules CPU is the "brain" of the package, providing the computer information center for B&G chart plotter, radar, autopilot, compass, and wind. Since all the units are networked, information is available on multiple displays. For *Bluebird*, three displays were installed. The package was complemented with a Wi-Fi module that allowed both viewing and controlling units through the owner's iPad. The existing AIS system was integrated into the B&G network.

We enjoyed working with Gust for many reasons, including his extensive knowledge of his boat's systems and capabilities. And eventually, with the help of backhoes to clear snow off the ramp, *Bluebird* was launched on time, along with the other 70 boats we maintain.

## OCEAN PURSUITS

75 Front Street, Rockland, ME 04841

207-596-7357

[info@oceanpursuits.com](mailto:info@oceanpursuits.com)

[www.oceanpursuits.com](http://www.oceanpursuits.com)

OCEAN PURSUITS, LLC.



# Designing Yacht Interiors for Beauty and Durability



**M**ARINE INTERIOR DESIGN is a highly customized field, demanding close attention to client needs as well as specialized materials and techniques.

The owners of a Sabre yacht, *Angelfish*, for example, love to sleep with their black Lab. So Onboard Interiors built a master V-berth mattress arrangement, with memory top-per and supplemented by side cushions specially cut to fit the hull's complex curve that provided plenty of sleeping room for both pet and owners. A caramel color scheme complements the yacht's gorgeous woodwork.

These days, interior design is informed by sheer variety.

"Our boats become our floating homes. They are our beach houses in a sense," said Krisha Plauché, who has been managing Onboard Interiors' office in Marblehead, Massachusetts, since 2002. She has spent many years researching and sourcing from around the world an extensive library of fabrics, furnishings, and accessories specifically suited to the marine environment. She also researches trends in marine and residential design, and visits regional design centers for

on-trend fabrics. Her resume includes celebrity yachts, superyachts, a historical J-Class yacht, and what was previously the world's largest privately owned sailing yacht.

Numerous awards include, in 2015, the National Marine Fabricators Association's Outstanding Achievement and Award of Excellence. Having logged several thousand hours offshore racing, cruising, fishing, and delivering yachts, Plauché delivers direct knowledge to provide clients with a wonderful experience onboard their vessels.

ONBOARD INTERIORS LLC  
Little Harbor Offices  
40 Doaks Lane, Marblehead, MA 01945  
978-335-8253  
[info@onboardinteriors.com](mailto:info@onboardinteriors.com)  
[onboardinteriors.com](http://onboardinteriors.com)







# FORCES TO RECKON WITH

**In a first, simulator generates both wind and waves to test structural strength against ocean forces**

**By Laurie Schreiber**

**S**HIPS, OIL RIGS, OFFSHORE WIND TURBINES, BRIDGES, SEA WALLS: whether on the high seas or close to home, they are all subjected to elemental forces. They exist in an environment that tests human ingenuity on the calmest day as well as during nature's battering fury.

The dilemma is how to test designs for these structures ahead of time. A new, multi-million-dollar facility at the University of Maine's Advanced Structures and Composites Center in Orono, Maine, is a part of the solution. Its founders say it is the world's first combined wind-and-wave simulator.

"Around the world, there are wind tunnels and wave basins built for a variety of purposes. But no one, before this, has put them together," says UMaine Composites Center

founding director Habib Dagher, who led the effort to construct the facility, called the Harold Alfond W2 Ocean Engineering Laboratory.

The Olympic-pool-size basin is capable of simulating any wind and wave scenario imaginable—hurricane-force winds, wave heights of 120 to 130 feet, confused seas, shifting wind direction—at a scale of 1 to 50.

"If you want to test a 300-foot-long ship, divide that by 50 and build a 6-foot model," says Dagher. "If you want to use that ship in 300 feet of water, divide 300 feet by 50, and the basin depth needs to be a 6-foot depth."

W2 is a 100-foot by 30-foot basin equipped with a multi-paddle wave maker at one end, capable of creating waves of varying frequency. The system also incorporates a rotatable open-jet wind tunnel, a concrete floor that

moves up and down to model a variety of depths up to 750 feet, and a tow carriage.

The need for W2 became apparent in 2008, when the lab was commissioned to test a floating offshore wind turbine for durability in wind and waves. Dagher and his team searched the world for a combined facility, with no results. For that contract, they designed a limited wind machine at a marine facility in Europe. When they subsequently surveyed more than 50 companies across the nation in various industries—including shipbuilding, ocean energy, offshore wind tidal energy, oil and gas, aquaculture, and civil infrastructure—they realized there was great potential for a purpose-built facility.

The idea was to build a dual facility, with W2 adjacent to a manufacturing plant that could build prototype test models—in as little as a week's time—using advanced materials and techniques, including 3D printing and thermoplastic-formation. (Thermoplastics are polymers that become moldable above a certain temperature.) That manufacturing plant, expected to be online in the spring of 2016, will be called the Harold Alfond Advanced Manufacturing Laboratory.

"Let's say you have a ship and you're interested to see how well the ship will do in a variety of ocean environments," says Dagher. "Having the ability to model both the wind and wave environment simultaneously is unique."

Building the W2 facility required the development of new engineering and construction techniques. For example, the basin incorporates a beach at one end that "kills" the waves when they hit its perforated structure.

"When you're applying waves in a basin, the waves travel from one end to the other end. You don't want the wave to reflect back, or that will affect the accuracy of your results," Dagher says. "You want the wave to go, but never come back. We spent a lot of time devising a beach design that allows us to attenuate the wave within a short distance."

Likewise, figuring out how to make the basin floor move was no simple feat. Dagher and his team learned about a steel floor that moved via a hydraulic system, but at \$1 million it was too expensive. Then they designed and built the nation's first floating wind turbine, using floating and lightweight concrete technology, and realized the same technology could be used for the W2 floor.

"It priced out at \$150,000—and it's a unique construction," Dagher says.

Construction of the wind wall also required considerable invention. Whereas most wind tunnels provide constant wind speed, W2's rotating wind wall—comprising multiple jets set in a compartmentalized wall at one end of the basin—accurately models the increase in wind speed that occurs with greater elevation, and it provides for shifts in wind direction.



***The University of Maine's Advanced Structures and Composites Center has built what is believed to be the world's first combined wind-and-wave simulator. Here, Habib Dagher explains the system to U.S. Sens. Susan Collins and Angus King and others.***

"When you provide a wind regime over a wave basin, the wind regime has to follow strict requirements in terms of accuracy and turbulence of the wind," Dagher says. "When you design something that's bigger than a dump truck that rotates, that's significant. There's no off-the-shelf design out there that rotates to increase wind speed."

Boatbuilders are among those who expressed great interest in W2, Dagher says.

"A boatbuilder can test a new design in terms of its sea-keeping capability. Or, say you have a new design for a sailboat for the America's Cup. You can build a model and subject it to a variety of wave and wind environments." Overall, he says, the facility has great potential for Maine. "Our ocean-based economy is a big part of the overall economy. This is a big deal for a state that relies on the ocean." ■



# Solo or With Friends:

## Sleek New Runabout from Padebco



**S**OON AFTER SPOTTING one of Padebco's custom boats in the harbor, long-time boaters and Maine summer residents ordered their own new V25R runabout, a sporty version with classic downeast styling.

The V25R is easy to handle by one person and is a great platform for socializing. "She's fast, gorgeous, customized, and has overnight accommodations," said Padebco's Leon MacCorkle. "Cruise from port to port with a group, relax with friends and enjoy an afternoon on the water, or explore the coast as a couple and spend the night on the boat. The V25R is a very versatile craft."

Equipped with twin 150s, she has a top speed of 41 knots. With a convertible top and teak accents, the V25R combines speed and comfort on the water. Enjoy your time on the water with the optional refrigerated wet bar, or zip on the canvas curtain and extend your season through the

fall. The V25R's solid fiberglass hull and seakeeping characteristics make her equally successful as a pleasure boat or a tender for larger vessels.

Padebco's custom designs include center consoles, walkarounds and cruisers. Padebco provides comprehensive refit and repair services, storage, and brokerage services. The company prides itself in providing exceptional service and quality craftsmanship, while cultivating long-lasting relationships with clients.

PADEBCO CUSTOM BOAT BUILDERS & BOATYARD

28 Anchor Inn Road  
Round Pond, ME 04564  
207-529-5106

[info@padebco.com](mailto:info@padebco.com)  
[padebco.com](http://padebco.com)



# Sabre 66 Dirigo:

## New Tech for Short-Handed Cruising



**T**WO EXCITING DEVELOPMENTS over the past year demonstrate the strength of new product development at Sabre Yachts.

The company launched its first Sabre 66 motoryacht, its most aggressive project to date, in December. The Sabre 66 Dirigo is the largest U.S.-built downeast-style motoryacht on the market. As importantly, the model leverages new propulsion technologies that make short-handed operation possible.

"Sabre offers exclusively pod drive systems from Cummins/Zeus and from Volvo/IPS," said Bentley Collins, Sabre's vice president of sales. "The technology is well-developed, and features such as joy-stick steering continue to expand. These technologies make owner-operated vessels well into the 60- to 70-foot range a reality."

Pod drives also substantially improve fuel efficiency and reduce engine noise.

"We never stop chasing new technologies. It's what our clients expect and enjoy," Collins said. "Owner-operator is key here. Our owners travel—to Newfoundland, the Bahamas, up the West

Coast, Alaska. They spend long periods of time onboard, going places and doing things. None of them take on professional crew, so being able to use the boat shorthanded is a big part of the boat from the technical standpoint."

In addition to the development of the 66 Dirigo, over the past year Sabre also tooled a new flybridge mold for its very successful Sabre 48 motoryacht, which is expected to debut in April 2016.

SABRE YACHTS

12 Hawthorne Road, Raymond, ME 04077

207-655-3831

[sabre@sabreyachts.com](mailto:sabre@sabreyachts.com)

[sabreyachts.com](http://sabreyachts.com)

**SABRE**  
*Yachts*



# Custom Craftsmanship, from Traditional to Unique



**S**HAW & TENNEY is known for its finely crafted oars and paddles, but the list of custom projects is impressive, as well: A 50-foot 6-inch hollow mast, spars, and bowsprit for a War of 1812 Naval replica; custom-engraved oars for an international marketing firm's 85 boardrooms; traditional sculls for a sculpture in Washington, D.C.; oars and boathooks for a Hollywood movie depicting a heroic Coast Guard rescue; Venetian gondola oars for Las Vegas and Shanghai; engraved recognition paddles for the Marine reconnaissance community (the shaft of one sheaths a sword); teak tabletop and trim for a Puffin Dinghy; flagpoles, San Francisco whaleboat oars, 500 miniature laser-engraved paddles for a financial services company's awards program; Adirondack Rowing wherry and guideboat finish and fit out. The list goes on, and that's work for the past year alone!

We also continue our century-old tradition of building hundreds of paddles, oars, boathooks, masts, and flagpoles, B66

many laser-engraved. And we've introduced new walnut and cherry stand-up surf paddles, expanded our line of signature paddles to include engravings of famous rivers, established our first Japanese dealership, and added curly maple flasks to our lifestyle line.

Since 1858, working from our shop on the banks of the Penobscot River in Orono, Maine, our craftsmen still employ time-honored manufacturing traditions that may seem old-world by today's standards, but are the only way to render a product worthy of our name, and your trust. Call us about your next unique project.

SHAW & TENNEY

20 Water Street

Orono, ME 04473 • 207-866-4867

[info@shawandtenney.com](mailto:info@shawandtenney.com)

[www.shawandtenney.com](http://www.shawandtenney.com)

SHAW & TENNEY

MAINE CRAFTED SINCE 1858

BOATS of the YEAR 2016

# “Gold Cup” Runabout: Fast With Classic Style



**I**N KEEPING WITH our firm's reputation for "Innovation Inspired by Tradition," Stephens Waring Yacht Design recently produced an elegantly traditional powerboat that, above the water, harks back to the "Gold Cup" runabouts of the early 20th century—replete with varnished mahogany, polished brass fittings, and sumptuous leather.

Below the waterline, though, this 24-footer is a speed demon. Her modern, clean-running deep-V underbody is driven by a fuel-injected V-8 that pushes her to a stunning 60 mph.

Now residing in upstate New York for lake use, the boat's design and build in 2015 were an intimate experience for the owner, who took great delight in watching her shape up.

For Stephens Waring—with a portfolio of sail and power, classic and modern, 24-100 feet—the project was on the smaller end. But it perfectly illustrates this firm and how its principals work.



"There's a deep satisfaction in getting to know the client and helping him create something he's dreamed about," said Bob Stephens. "This boat is a very big deal for him. It reflects how everything is tailored to his needs and aesthetic vision. These objects become treasured family heirlooms because so much care, devotion, and attention go into the process of creating them."

STEPHENS WARING YACHT DESIGN  
92 Main St., Third Floor  
Belfast, ME 04915  
207-338-6636  
[info@stephenswaring.com](mailto:info@stephenswaring.com)  
[www.stephenswaring.com](http://www.stephenswaring.com)





# A Wicked Good Boat

## For Tuna-Fishing Star



**W**HEN DAVID CARRARO, a star of the National Geographic Channel reality show “Wicked Tuna,” was looking for a new boat to replace his Duffy 38, he turned to Captain Stewart Workman at SW Boatworks.

Workman and his crew launched Carraro’s Calvin Beal 44, named *Tuna.com*, over the summer—and Carraro was wicked happy. Carraro also uses the boat for his successful fishing charter business out of Gloucester, Massachusetts.

Workman acquired the Beal molds, which are iconic among downeast fishermen, in 2008 and has had a hit on his hands ever since. The shallow-draft skeg hulls ranging in length from 30 feet to 44 feet are wider than many others of similar lengths. These boats are known for stability, easy sailing, good looks, and spaciousness. Workman later acquired molds from the popular Young Brothers shop. Today, he is booked into 2017, producing 12 to 15 vessels annually.

Carraro was seeking a stable work platform with plenty of deck and wheelhouse space; for him, the 17.6-foot width to 44-foot length ratio was perfect.

“Wicked Tuna” portrays Gloucester, Massachusetts, fishermen who use rod-and-reels to catch giant bluefin. The frills-free, commercial-grade *Tuna.com* has all the features that Carraro needs for his multi-day commercial fishing trips and his charter business: cutting-edge technology, fish hold, fresh-bait well, tackle station, galley, plenty of seating, berths, and lockers—all propelled by a 1,000-horsepower Caterpillar engine.

#### SW BOATWORKS

358 Douglas Hwy., Lamoine, ME 04605

207-667-7427

[swboatworks@gmail.com](mailto:swboatworks@gmail.com)

[www.swboatworks.com](http://www.swboatworks.com)



# W-Class<sup>TM</sup> W.22

## Inspired by Elegant Joel White Design



BILLY BLACK (2)

**I**N 1996, sailing enthusiast Donald Tofias approached his friend, naval architect Joel White of Brooklin Boat Yard, in Brooklin, Maine, to design and build a traditionally styled, cold-molded wooden yacht inspired by the Nathanael Herreshoff-designed NYYC-50 (a 75-foot-long boat).

Two long, lean W.76s started the W-Class Yacht Company, named for Joel White and, with the W-Class W.46, W.100 (still in concept), and W.37, rejuvenating the spirit of early 20th century racing.

In 2015, Tofias debuted the W-Class W.22, a sloop based on Joel White's 1990 design No. 47, *Lala*, updated by White's son Steve White, and built by Alec Brainerd of Artisan Boatworks of Rockport, Maine. Hull No. 1, *Filly*, launched last June, and Hull No. 2, *Colt*, in September. Both are sailing this winter on Lake Worth, Palm Beach, Florida, where the dream is to create a fleet of W-Class W.22s. They will both return to New England this spring.

The debut originated in Tofias' search for a trailerable shoal-draft boat to explore the many lovely inshore destinations with limited depth. The W-Class W.22 draws only 1 foot 10 inches with the centerboard up. A weighted centerboard drops through the keel to a depth of 5 feet 7 inches

for increased windward performance. After mulling over the idea with many people, Tofias identified Joel White's design No. 47 as a possibility. Steve White fine-tuned the keel, reshaped the lead bulb, modified the rudder, tuned up the stern, made the boat a little wider, added a bit more freeboard, and hollowed out the cheeks, matching the beauty of the W-Class W.46 and W.76, which forces oncoming waves to splash outward from the boat rather than over the bow.

The large cockpit, fine woodwork, and simple aluminum rig are designed for comfort, elegance, and easy use.

"It's a lovely boat to sail," said Tofias.

W-Class Yacht Company  
One Washington St., Newport, RI 02840-1513  
401-619-1190  
[racing@w-class.com](mailto:racing@w-class.com)  
[w-class.com](http://w-class.com)





# For Wooden Boat Lovers, The Legend Lives On



**F**OR ANYONE WHO LOVES WOODEN BOATS, it's pretty much *the trifecta*: magazine, school, show. For WoodenBoat, it's business as usual, just as it's been for the past four decades.

About 795 students attended one or more of the one- or two-week courses in boatbuilding, seamanship, and related crafts at WoodenBoat School in 2015. The school is a continuing-education venue for established boatbuilders and a place for prospective builders to craft beautiful boats.

And the 24th annual WoodenBoat Show, a gathering of fine wooden watercraft at Mystic Seaport, once again attracted huge crowds.

But that's not all. WoodenBoat Publications continues to be wildly successful, providing a dynamic editorial environment that for more than 40 years has combined emerging technologies with traditional methods of boat design, construction, and repair.

In 1974, Jon Wilson assembled the first issue of *WoodenBoat* magazine from his off-the-grid cabin in North

Brooksville, Maine, sold 400 copies, and signed up 200 subscribers. Ever since then, *WoodenBoat* has thrived and diversified. In addition to the school and show, there's the WoodenBoat Store, today selling fine tools, books, models, clothing, and other wooden-boat items. *Professional Boat-Builder* serves professionals in design, construction, and repair in all materials; and hosts two trade shows. The International BoatBuilders Exhibition and Conference showcases latest technologies and innovations; and REFIT International Exhibition and Conference educates owners, captains, boatyards, and surveyors in vessel renovation advances. More recently WoodenBoat established a web-only publication, *Small Boats Monthly*, which has an annual print anthology.

WOODENBOAT PUBLICATIONS, INC.  
41 WoodenBoat Lane, P.O. Box 78, Brooklin, ME 04616  
207-359-4651  
[woodenboat@woodenboat.com](mailto:woodenboat@woodenboat.com)  
[www.woodenboat.com](http://www.woodenboat.com)



# Restoring and Modernizing a Classic Bertram



ALISON LANGLEY (5)

**Y**ACHTING SOLUTIONS had the pleasure of completing a "Resto-Mod" for a client who had a strong attachment to his 1963 Bertram 31, but wanted to update her appearance and systems.

The term "Resto-Mod" comes from the hotrod industry and the concept of customizing a classic car, such as a 1968 Mustang, with new systems and cool customized interior and paint to get a unique ride. The same concept works with boats.

A yacht blending classic style with new improvements, customization, and technology offers a client something more special than a mere production boat. In this case, the Bertram was old and tired. We stripped the boat down to its bare hull and deck and created a hotrod with a trendy day boat interior. New features include varnished teak and painted surfaces below, bare teak decks, custom-built upholstered settees, rear-facing chaise lounges, a step-

down galley forward, and under-foredeck gloss-teak head space. The aft bulkhead was replaced with drop-down curtains that separate the cockpit from the interior — raising the curtains creates an alfresco interior.

At Yachting Solutions, our background is in the mega-yacht industry. We help yachting enthusiasts connect on a personal level to the way they want to live on the water. The Resto-Mod concept is a perfect example of our philosophy. In a world of mass production boats, we can fulfill your unique vision, turning old classics into showstoppers that stand out from the crowd.

YACHTING SOLUTIONS

229 Commercial St., Rockport, ME 04856

207-236-8100

[bill@yachtingsolutions.com](mailto:bill@yachtingsolutions.com)

[yachtingsolutions.com](http://yachtingsolutions.com)





# Life on the Coast Starts Here!



*Boats of the Year 2016* is produced annually by Maine, Boats, Homes & Harbors, Inc.

PO Box 566, 218 South Main St., Rockland, ME 04841 • 207-594-8622 • [info@maineboats.com](mailto:info@maineboats.com) • © 2016

**Publisher:** John K. Hanson Jr. | **Editor in Chief:** Polly Saltonstall | **Editor:** Laurie Schreiber

**Design:** KAT Design | **Production:** Tim Seymour Designs, LLC

Download a digital copy at: [www.maineboats.com](http://www.maineboats.com) or [www.usharbors.com](http://www.usharbors.com)



# Subscribe

Now Published **6** Times a Year!

**WOW! Best Deal Offer**

**Two-year subscription (12 issues) just \$39.95**

**PLUS BONUS** of free digital edition and Boats of the Year 2016 digital publication on all subscriptions.



**Great  
DEAL**

**PLUS BONUS**  
of free digital  
edition *and*  
**BOATS OF THE  
YEAR 2016** digital  
publication on all  
subscriptions!

## SEND ORDERS TO:

**Maine Boats, Homes & Harbors**  
P.O. Box 3000  
Denville, NJ 07834-9938

# Subscribe!

**YES! Sign me up. I want *Maine Boats, Homes & Harbors* magazine!**

**Best Deal**

- ☐ One-year subscription (6 issues) \$24.95\*  
☐ Two-year subscription (12 issues) \$39.95\*

**+FREE  
Digital  
Edition**

## MY SUBSCRIPTION INFORMATION:

NAME (PLEASE PRINT)

ADDRESS

CITY/STATE/ZIP

EMAIL (Required for access to the FREE digital edition.)

2AAL

- ☐ Payment enclosed ☐ Please bill me

**FOR FASTEST SERVICE: 800-710-9368 or [www.maineboats.com](http://www.maineboats.com)**

*Please allow 6-8 weeks for delivery. \*In Canada, add \$18 U.S. funds per year for shipping & handling; international subscribers add \$36 U.S. funds per year.*

\*In Canada, add \$18 U.S. funds  
per year for shipping & handling;  
international subscribers add \$36  
U.S. funds per year.



# BOATS OF THE YEAR

A Celebration of Life on the Coast



Download Boats of the Year to your phone or tablet  
and take a copy with you everywhere!



[www.usharbors.com](http://www.usharbors.com)  
[www.maineboats.com](http://www.maineboats.com)